

CONTINENTAL MODELLER

NOVEMBER 1992

Incorporating **INTERNATIONAL
MODEL RAIL**

**For the average enthusiast
modelling overseas railways**

£1.65

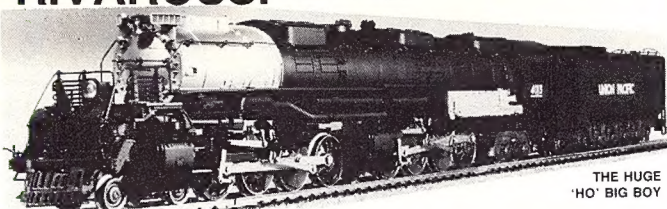


**LE TOUQUET
AÉROPORT**



RIVAROSS

MODELLING EXCELLENCE IN HO & N. Full 1992 catalogue
£4.50 + £1.35 p&p



THE HUGE
'HO' BIG BOY

FANTASTIC OFFERS FOR CHRISTMAS. BEAT THE RECESSION AND ORDER NOW AT THESE LOW LOW PRICES. REMEMBER 'SUPER SAVERS MAKE SUPER CHRISTMAS PRESENTS'!

AMERICAN LOCOMOTIVES

1577 UNION PACIFIC 'BIG BOY' No. 4022 in the all black livery	(£234.10)	£156.00
1575 UNION PACIFIC 'BIG BOY' No. 4007 in the black & silver livery	(£234.10)	£156.00
1576 UNION PACIFIC 'BIG BOY' No. 4009 black & graphite without condensers	(£234.10)	£156.00
1265 B&O 2-8-0 Mallet with Vanderbilt tender	(£193.11)	£135.20
1271 INDIANA HARBOR BELT 0-8-0 heavy switcher	(£133.43)	£93.00
1536 B&O S1a 2-10-2 with Vanderbilt tender	(£169.72)	£118.80

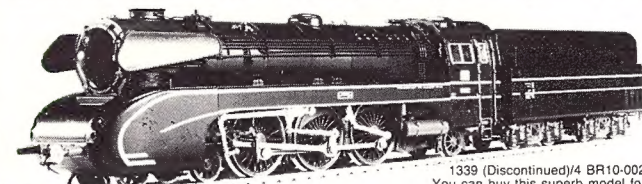
GERMAN LOCOMOTIVES

NEW, NOW IN STOCK. DII 0-6-0 TANK LOCOS

1383 The original version in K.Bay.sts Bahn Bavarian green loco No. 2451	(£148.64)	£110.00
1384 D11/BR89 0-6-0 loco No. 89-658 in black & red livery	(£148.64)	£99.90
1385 D11/BR89 0-6-0 loco No. 89-634 improved by DB with compressors	(£148.64)	£99.90



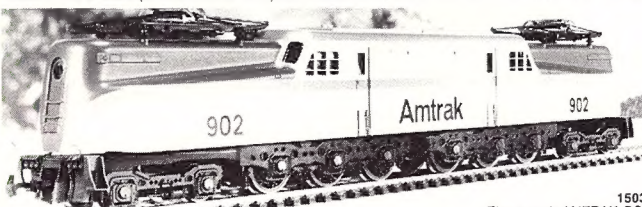
1363 NEW BR18/616 as rebuilt for DB. Superb detail and near silent running	(£223.54)	£156.00
1359 BR77 2-6-4 tank loco with every conceivable detail, DR black	(£128.55)	£89.00
1367 BR18 DB as originally built. Black and red livery	(£200.15)	£140.00
1376 BR96 0-8-0 Bavarian Mallet in 'Munich Blue' livery of 1925	(£243.45)	£170.00
1374 BR96 0-8-0 Bavarian Mallet as used by DB. Black and red livery	(£243.45)	£170.00
1381 BR10-001 Streamlined Pacific DB oil fired version (NEW ISSUE)	(£176.97)	£123.00
1382 BR10-002 Streamlined Pacific DB oil fired version (NEW ISSUE)	(£176.97)	£123.00



1339 (Discontinued) 4/4 BR10-002
You can buy this superb model for
ONLY £50.00!!! Don't delay. Phone today!!
ONLY £50.00

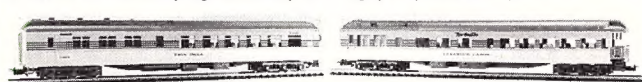
EUROPEAN LOCOMOTIVES

1600 NEW SNCF 7131 overhead electric locomotive (as reviewed in Sept CM)	(£195.45)	£130.00
1600 NEW SNCF 7131 overhead electric locomotive (as reviewed in Sept CM)	(£106.50)	£75.00
1661 Em3/3 SBB/CFF Swiss Federal Railways diesel shunting locomotive	(£106.50)	£75.00
1663 Em3/3 SBB/CFF Red livery for main Swiss shunting stations	(£128.76)	£90.00
1663 Em3/3 SBB overhead electric shunter. Brown livery for border stations	(£101.84)	£70.00
1165 Old time FNM locomotive 0-4-0 BRIANZA c.1883	(£176.73)	£123.00
1166 GR691-038FS. A handsome 2-8-2 tender loco now in preservation	(£176.73)	£123.00
1168 GR691-022FS. Express passenger Pacific loco and tender	(£162.68)	£113.80
1169 GR623-021FS. 2-6-0 Tender loco with Franco-Crosti pre-heater	(£126.42)	£88.49
M1161 GR740-387FS. 2-8-0 Tender loco in KIT form	(£44.50)	£31.15
NEW FS COACHES JUST ISSUED IN THE CURRENT MAROON & GREY LIVERY		
3500 1st class coach with 9 compartments. 3501 & 3502 2nd class coaches	(each £44.50)	£31.15
Take a rake of three (must be one of each)		FOR ONLY £88.00



The superb AMTRAK GGI

1503 GGI ELECTRIC LOCOMOTIVE in AMTRAK livery plus 6 different AMTRAK coaches including tail car and vistadome... COMPLETE TRAIN FOR ONLY...£120.00
UNION PACIFIC 1930's smooth sided two tone grey coaches. 2641 baggage car, 2653 PO baggage, 2654 chair coach, 2614 restaurant car, 2642 Pullman, 2655 Duplex sleeper, 2689 Vistadome, 2643 Saloon tail car. RRP £152.16. Special offer for Christmas only...£114.00
RIO GRANDE 1920's heavyweights in silver, yellow and grey livery with clerestory roofs.



6568 Baggage, 6569 RPO Baggage, 6570 Combine, 6571 Day coach, 6572 Restaurant/bar car, 6573 Pullman, 6574 Duplex sleeper, 6575 Tail car. Special offer for Christmas only	(£114.00)	
PENNSYLVANIA BUDD coaches (Tuscan red)		
6861 Coach, 6860 Grill, 6862 Roomette, 6863 Tail car. Take rake of four (1 each)	ONLY £54.00	
2480 VSOE/CIWL BAR CAR in special blue and grey livery	(£64.02)	£43.45
M2498 CIWL KIT for the Pullman car No. 4030 blue & ivory	(£39.78)	£25.00
2946 DB Express baggage with Minden Deutz bogies, 2947 DB Express 1st, 2948 DB 2nd class coach. All are in the current blue & cream express train livery. Take 1 each	ONLY £38.50	

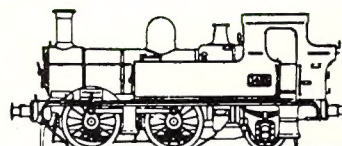
RIVAROSS 'HO' WAGONS AT LOW LOW PRICES!!



2244 Gondola N&S US	(£8.22)	£5.75
2349 Log buggie (for Heister)	(£11.31)	£7.92
2114 Mobil Euro tank	(£12.88)	£9.00
2074 Esso FDS tank	(£10.30)	£7.21
2217 MKT stock car US	(£11.29)	£7.90
2255 Old time flat car US	(£10.25)	£7.17
2441 Eku beer ref. van	(£11.31)	£7.92
2077 Staufenbrau ref. van	(£12.88)	£9.00

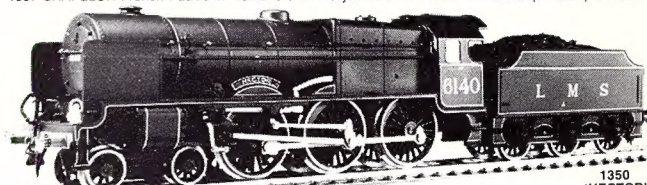
RIVAROSS: SPARES AND REPAIRS. Phone Tony Farrand on 0792 899168, or write to: Mr A. J. Farrand, 10 Garngoch Terrace, Gorseinon, Swansea SA4 2ET. SAE with all enquiries.

KITTLE HOBBY



OTHER RIVAROSS LOCOMOTIVES AVAILABLE FROM STOCK

1207 Virginia & Truckee INYO 4-4-0 old time loco	(£73.05)	£58.45
1211 Virginia & Truckee RENO 4-4-0 old time loco	(£73.05)	£58.45
1337 CHAPELON French Pacific in NORD brown livery	(£162.68)	£130.15



1350 British LMS parallel boomed Royal Scot 'HECTOR'	(£144.04)	£115.20
1930's LMS corridor coaches. Fully lined out to complement the LMS HECTOR		
2932 & 2933 LMS 1st class coaches. Serial Nos. 15604 & 15933	(£36.28)	£29.00
2934 LMS Brake third	(£36.28)	£29.00
2935 LMS Third class coach	(£36.28)	£29.00
Take rake of four LMS coaches		FOR ONLY £110.00

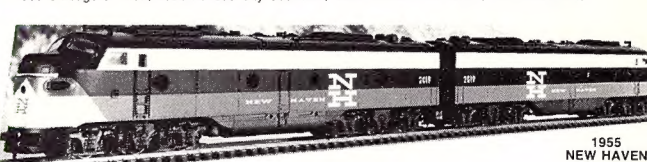
EMD/GE DIESELS in superb liveries. We can still supply some of the special liveried diesels produced by Rivarossi last year. Normally £85.47 we are clearing stock for only £42.70 each.



1967
LOUISVILLE & NASHVILLE

The following liveries are available:

1930 Chicago & Alton, 1936 Kansas City Southern, 1943 Florida East Coast, 1946 Southern;



1955
NEW HAVEN

1955 New Haven, 1956 MONON, 1961 Delaware & Hudson, 1962 Chicago & North Western, 1963 Lehigh Valley, 1964 Jersey Central, 1965 Reading, 1967 L&N, 1957 Rio Grande.

RIVAROSS BOXED SETS. The ideal Christmas gift for railway enthusiasts.

0340 VSOE set with E32 loco and four CIWL coaches, inc. VSOE bar car	(£268.52)	£201.00
0332 CIWL set with Chapelon du Nord Pacific and four CIWL coaches	(£349.96)	£262.00
0246 Timberjack train. Two truck Heister and four log buggies	(£143.00)	£114.00
0296 Empire State Express. NYC streamlined Hudson and four silver Budd coaches	(£174.89)	£140.00

Sets include a locomotive and four wagons or coaches, but do not include track, controllers or accessories.

CIWL COACHES HO

2482 CIWL Pullman without kitchen brown & cream for Golden Arrow	(£57.35)	£40.15
2483 CIWL 1st cl. Pullman WPC with kitchen for Golden Arrow trains	(£62.04)	£43.35
2485 CIWL 1st cl. Pullman WPC with kitchen. Blue & ivory livery	(£57.35)	£45.88
2488 CIWL Cruise Pullman car in blue & grey livery	(£58.53)	£40.95
2489 CIWL Couplage. Pullman & kitchen Pullman in brown & cream livery	(£115.93)	£81.15
2490 CIWL Couplage. Pullman & kitchen Pullman in blue & ivory livery	(£115.93)	£81.15
2491 CIWL Restaurant coach in original 1926 blue with white roof	(£52.68)	£42.15
2492 CIWL Luxury sleeping car belonging to the INTRAFUG Co. Blue livery	(£52.68)	£42.15
2493 CIWL Baggage car in original blue livery with white roof	(£37.46)	£29.95
2494 CIWL Baggage car F1271 in blue & ivory livery	(£39.78)	£27.85
2495 CIWL Baggage car INTRAFUG brown & cream with silver roof	(£39.78)	£27.85
2500 CIWL Pullman car INTRAFUG brown & cream livery	(£58.53)	£40.95
2503 CIWL Pullman car as redecorated in 1934 blue & ivory livery	(£53.82)	£37.67
2513 CIWL 'P' type sleeper. Modern silver corrugated coach	(£23.68)	£16.50
2945 CIWL Fleche d'or coach set. Couplage plus baggage & sleeper	(£160.50)	£112.35

ITALIAN FS COACHES

2559 GRAND CONFORT FS baggage coach. Grey & ivory livery	(£25.76)	£20.60
2560 GRAND CONFORT FS 1st class for 'Inter City' trains	(£25.76)	£20.60
2561 GRAND CONFORT FS Pullman coach. Grey & ivory livery	(£25.76)	£20.60
2562 GRAND CONFORT FS Restaurant coach (all come with full interior)	(£25.76)	£20.60

SUPER SAVER! Take a rake of one each GRAND CONFORT Coach (4)... FOR ONLY £87.00

LOCOMOTIVES 'N' GAUGE

1928 BIG BOY UP 4-8-8-4 locomotive with centepede tender UP black	(£99.20)	NOW ONLY £74.00
1929 BIG BOY UP 4-8-8-4 locomotive with centepede tender UP black & silver	(£167.39)	£115.00
1916 Y&B 2-8-2 Norfolk & Western Mallet. All black	(£99.20)	£79.50
1924 Heavy Pacific 4-6-2 AT&SF locomotive & tender	(£84.38)	£67.50
1925 Heavy Pacific 4-6-2 Chicago & Alton (maroon) loco & tender	(£84.38)	£67.50
1913 E444 FS Overhead electric locomotive. 'The Flying Turtle'	(£75.12)	£60.00

SPECIAL LIMITED RELEASE OF 'N' GAUGE LOCOMOTIVES. The following locos are expected for delivery in December. Supply will be limited. Please phone for details and price. Berkshire 2-8-4 tender locos in the following liveries. Santa Fe, Pennsylvania, Great Northern and Union Pacific.

Heavy Mikado 2-8-2 loco with Vanderbilt tenders. Great Northern, Southern Pacific and UP.
Heavy Mikado with Berkshire tender. Pennsylvania and New York Central.

COACHES 'N' GAUGE		
9651 Baggage UP grey	(£11.70)	£9.36
9653 Day coach UP grey	(£11.70)	£9.36
9655 Combine UP grey	(£11.70)	£9.36
9656 Observation UP grey	(£11.70)	£9.36
9500 Baggage car UP yellow	(£10.29)	£8.25
9506 Tail car UP yellow	(£11.43)	£9.15

USA 'N' WAGONS

9330 Gondola B&M	(£4.67)	£3.26
9332 Gondola CNJ	(£4.67)	£3.26
9341 Flat car B&M	(£5.85)	£4.05
9342 Flat car Great Northern	(£5.85)	£4.05
9343 Flat car RDG	(£5.85)	£4.05
9353 Box car Pacemaker	(£6.16)	£4.30
9371 Caboose UP yellow	(£6.16)	£4.30
9373 Caboose Burlington	(£6.16)	£4.30

9530 CIWL Sleeper blue	(£15.50)	£10.85
9552 CIWL Baggage br & cr	(£15.20)	£10.65
9593 CIWL Fourgon blue	(£14.02)	£9.80
9680 CIWL Pullman br & cr	(£16.38)	£11.50
9662 CIWL Cruise Pullman	(£16.38)	£11.50
9665 CIWL Couplage br & cr	(£32.75)	£26.20
9666 CIWL Couplage blue & ivory	(£32.75)	£26.20

SUPER SAVER. SPECIAL CIWL RAKES AT EXTRA SAVINGS!
9593 Blue baggage, 9554 Blue sleeper, 9553 Blue diner & 9666 Blue & ivory couplage... £54.02
9552 Br & Cr baggage, 9554 Blue sleeper, 9680 Br & Cr Pullman, 9665 Br & Cr couplage... £55.68
BOTH RAKES OF COACHES CONTAIN FIVE DIFFERENT CIWL COACHES!!

SUPER SAVER. SPECIAL ITALIAN FS RAKE

NEW 9622 1st class, 2 off 9623 2nd class and 9624 baggage for long distance express (£70.21) £49.00

For our full RIVAROSS HO and N lists please send a large stamped addressed envelope.

24 PENNARD ROAD · KITTLE · SWANSEA SA3 3JS

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 - ★ UK POSTAGE £1.35 on ALL ORDERS. EXPORT CHARGED AT COST.
- (prices subject to change without notice. Any bracketed prices are Distributors r.r.p.s)

HELJAN 'O' gauge

The superb LARGE TWO ROAD LOGO SHED is 28" long, 15 1/2" wide, and is moulded in the correct colours of brick red, black and grey. Fantastic value for such a large kit. You really get your money's worth! £18.20 each; two for £35.00; three for ONLY £50.00!



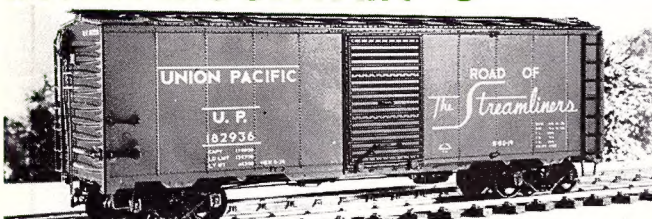
Exclusive to KITTLE HOBBY.
'O' GAUGE TRELLIS FOOTBRIDGE. Moulded in grey plastic it can be arranged in four different ways to suit all layouts. £13.90 each, or £26.00 for two.
NEW 'O' GAUGE TIMBER CONSTRUCTION SIGNAL BOX. Moulded with grey roof and cream walls in full relief. A real bargain at only £19.35 each or £37.70 for two.
SPRINGSIDE MODELS. 'O' GAUGE Signal Box detailing kit. Full internal and external detail includes Signalman, point levers, desks, stove, stool, bells, clock, telephone and much more. £13.50



By Courtesy Peco Studio

RATIO 'O' GAUGE Home or Distant GWR Signal kit. £9.95
RATIO 'O' Super detail Telegraph Poles. Pack of four for £2.94. Take four packs for only £11.20
RATIO 'O' NEW CONCRETE PANEL FENCING. 33" pack £4.50. Take two packs for only £8.50
SLATERS 'O' NEW GWR VERTICAL SLAT STATION FENCING. 40" pack for only £2.46
MEKPAK. Liquid Polystyrene glue. The ideal adhesive for all your kits. £1.14

INTER MOUNTAIN 'O'



SUPERB AMERICAN BOX CARS AND STEEL ICE BUNKERS in correct coloured liveries and with pre-printed sides. These kits include every last bit of detail you could wish for.
The following liveries are now available. These are all brown with white or yellow lettering:
Southern Pacific / Southern Rail Road / Atlantic Coast Line / Louisville & Nashville / WABASH
Western Pacific / Canadian National / Boston & Maine / NYC 'Early Bird' and VIRGINIAN
ALL AT £24.50

The following liveries are all bright colours with contrasting lettering and logos:
Minneapolis & St. Louis — Red with white logo; Great Northern — Blue with mountain goat logo;
D&RG White Cookie box; D&RG Silver Cookie box; Gulf Mobil & Ohio — red;
Southern Pacific 'Overnight' black or silver
ALL AT £28.00 EACH

ICE BUNKERS
Pacific Fruit Express bright yellow; PFE/UP Double Herald mustard yellow;
American Ref. Trans — yellow with stars & stripes logo; PFE Pullman green
ALL AT £28.00 EACH

RED CABOOSE GP9 DIESELS. NEW LIVERIES NOW AVAILABLE 'O'



UNION PACIFIC — yellow with red lettering £240.00
SANTA FE blue with white lettering £240.00
NORFOLK & WESTERN BLACK £230.00
PENNSYLVANIA BLACK £230.00
These superb kits are complete in every detail. The finely engineered chassis comes as a complete assembly with the double fly wheel Pittman motor in position and all lights, wiring etc factory assembled. No painting or finishing work is necessary.
KADEE all metal non-lockout 'O' scale couplings recommended. Price per pair £3.00

KITTLE PROFILE

BEST QUALITY BRASS SECTIONS MACHINED OR DRAWN TO EXACT GEOMETRIC SHAPES WITH SHARP CORNERS AND 90° ANGLES. ESSENTIAL FOR THE CONSTRUCTION OF ACCURATE MODELS.

Angle L	x 1m	H Girder	x 1m	U Girder	x 1m	Flat U	x 1m	Flat Bar	x 1m
1 x 1	£2.59	1 x 1	£3.29	1 x 1	£2.53	2 x 1	£2.86	2 x 1	£1.81
1 1/2 x 1 1/2	£2.97	2 x 2	£3.78	2 x 2	£2.90	3 x 1 1/2	£3.29	3 x 1 1/2	£2.20
2 x 2	£3.35	3 x 3	£4.42	3 x 3	£3.24	4 x 3	£3.57	4 x 2	£2.36
3 x 3	£3.36	4 x 4	£6.04	4 x 4	£4.86	5 x 3	£4.42	5 x 3	£3.00
4 x 4	£4.96					6 x 3	£4.60	6 x 2	£3.00

Angle L	x 1m	T Girder	x 1m	I Girder	x 1m	Round	x 1m	Tube O	x 1m
1 x 1	£2.86	1 x 1	£2.53	2 x 1	£3.45	1mm	33p	1 5mm	£1.08
2 x 1	£2.86	2 x 2	£2.90	3 x 1 1/2	£3.75	2mm	84p	2mm	£1.16
3 x 1 1/2	£3.16	2 1/2 x 2 1/2	£3.02	4 x 3	£4.32	3mm	£1.43	2 5mm	£1.23
4 x 2	£3.56	3 x 3	£3.24	5 x 3	£4.96	10mm	£5.48	4mm	£1.36
5 x 3	£4.45	4 x 4	£4.86	6 x 3	£5.83				

Hexagon bar	x 1m	Sqr. Bar	x 1m	Sqr. tube	x 1m	1/2 Round	x 1m	STEEL ROUND	
4mm	£2.16	1 x 1	£1.49	1 1/2 x 1 1/2	£2.91	4 x 2	£2.28	5mm	36p mtr
5mm	£2.66	1 1/2 x 1 1/2	£1.81	2 x 2	£3.24			1mm	42p mtr
6mm	£3.88	2 x 2	£1.85	3 x 3	£3.72			2mm	50p mtr
10mm	£7.23	10 x 10	£8.78					3mm	80p mtr
								5mm	£1.40 mtr

BRASS SHEET 200 x 200 200 x 400
0.3mm £3.90
0.4mm £3.30
0.5mm £2.50
1.0mm £4.66
ALL PRICES ARE PER METRE
MINIMUM ORDER VALUE £5.00
POST AND PACKING ON ALL ORDERS £1.60 REGARDLESS OF OTHER ITEMS ORDERED

PECO TRACKWORK
SL700 'O' Flexi 12yds...£37.00 24yds...£71.00
SL791 & SL792 R/H & L/H Points...£20.50
SL797 'O' Y Point...£20.50
SL794 'O' Long crossing 8" ...£23.70
SL800 SM32...12yds £49.35 24yds...£97.00
SL697 SM32 Y Point...£21.74

TENMILLE TRACKWORK
Gauge 1 Flexi 10yds...£55.76
Gauge 1 point kits. Simple assembly, no soldering. 14" radius L/H or R/H...£28.95
Gauge 'O' Flexi 12yds...£57.75
'O' Ready assembled points without point lever 54" radius R/H or L/H...£26.59

SL800 GI Flexi 12yds...£57.22 24yds...£112.00
SL810 Joiners for GI & SM32...£1.50
SL10 'O' Joiners. 87p SL910 'G' Joiners...£2.95
SL900 'G' Flexi 6yds...£40.95 12yds...£80.00
SL995 & 996 'G' R/H & L/H points 4" rad...£27.80
ST902 'G' Setrack straights...each £3.10
ST905 'G' Setrack curves...each £3.10

ASTER CATALOGUE/MANUAL — A MUST FOR THE GAUGE 1 ENTHUSIAST £6.50 + £1.35 p&p



67XX PANNIER NOW IN STOCK

This superb model is the latest masterpiece in the ASTER collection. Superb finish and attention to detail is sure to make this one of the most popular locos yet. We can supply four different versions. GWR as illustrated, GWR with logo and early or late BR. Kit £1195. Built up £1495. A further London Metropolitan version in maroon will be available later in the year. Please send a large SAE for the Pannier colour brochure and our full ASTER stock lists.

ASTER KING GEORGE V GWR Electric version with full cab detail £2900.00
ASTER BR86 2-8-2 tank locomotive finished in works grey £1250.00
ASTER JAPANESE NATIONAL RAILWAYS CII 2-6-4 tank... WAS £1800.00 NOW ONLY £1500.00
ASTER 'G' gauge Colorado & Southern MOGUL... NOW ONLY £2400.00

Lemaco

12V DC SLOW ACTION POINT MOTORS

FULGUREX

ACHIEVE REALISTIC SLOW MOVEMENT OF POINT BLADES, GATES etc.
Both motor and point motor have 2 Auxiliary Contacts for switching other circuits when the Points are changed. Below baseboard fitting recommended. Operation is by a simple 1 gang, 2 pole switch (not included). Crank wire and tube supplied for fitting through baseboard.
LEMACO: £6.88 each or 5 for £33.15
FULGUREX: £6.98 each or 5 for £33.66
Either make will accept two additional auxiliary contacts. EXTRA CONTACTS per pair £1.70.



A Railway enthusiasts clock from FULGUREX in the form of a Swiss Railways locomotive lamp. Accurate time keeping is assured with a quartz movement and FULGUREX quality. You will be delighted with the quaint charm of this piece of railway memorabilia. We only have a few, so don't delay. £59.90

FULGUREX are proud to present the 'STATION MASTERS' WATCH in solid sterling silver. The movement is a Swiss 17 jewel incabloc and is very accurate. The front of the watch is inscribed 'VERITABLE MONTRE CHEMIN DE FER' and the back depicts a steam loco in relief. These watches are very much a collector's item, and again we only have a few. £74.95



BACHMANN 'G' — FABULOUS VALUE

SUPER SAVER SPECIAL OFFERS.

Prairie Flyer: consists of 2-4-2 Old Timer Locomotive and Flat Car with logs, Gondola. Lit Combine Coach and 20 pieces of track. NOW ONLY £182.56 £95.00
Lumberjack train: consists of 0-4-0 Tank Loco, Flat Car with logs, Caboose and 14 pieces of track (making an oval). NOW ONLY £124.00 £80.00
Accessory set. Consists of 12 telegraph poles, trackside signs, level crossing gates and coaling stage kit. ALL THIS FOR ONLY £11.00
THUNDERBOLT EXPRESS: Ten wheeler loco, gondola, caboose, 14 piece oval of track £158.93 £138.00
ROCKY MOUNTAIN EXPRESS: Ten wheeler loco, box car, gramps tank car, caboose and 14 piece oval of track £202.12 £175.23
THE ROYAL BLUE TRAIN: A ten wheeler loco in B&O blue with combine coach, observation coach, ten piece trestle set and 20 piece oval of track £219.55 £165.52

LOCOMOTIVES
91041 Coal Creek Lumber 0-4-0 £54.39
91042 Coal Creek 2-4-2 wood burner £67.98
91101 Colombia 2-4-2 wood burner £67.98
91114 Pennsylvania Baldwin 2-4-2 £67.98
91202 Santa Fe 10 wheeler 4-6-0 £84.96
91242 Rio Grande 10 wheeler £84.96
91243 B&O Royal Blue 10 wheeler £84.96
FREIGHT CARS
Flat car B&O, S. Fe or Coal Creek £20.40
Gondola, R. Grande, B&O or Victor £20.40
Wood box car, F&C, Pennsy or PPSI £20.40
Bobber Caboose, Santa Fe or Rio Grande £16.99
Logging Caboose, Coal Creek Lumber £16.99
TANK CARS
93431 Phillips 66 single dome £20.40
93432 TEXACO single dome £20.40
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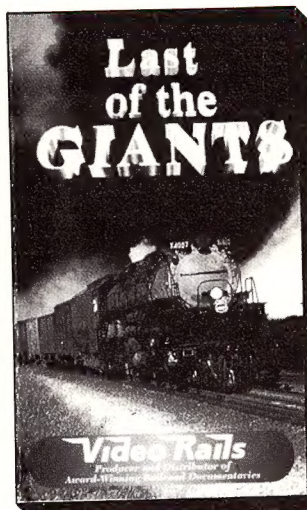
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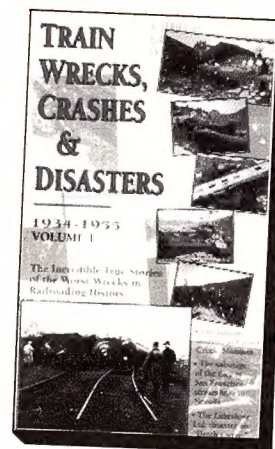
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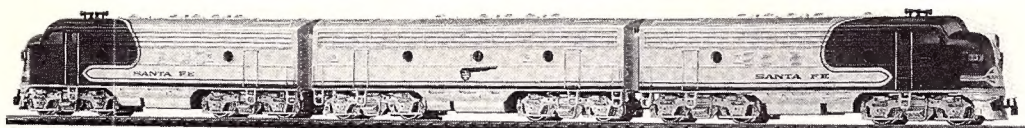
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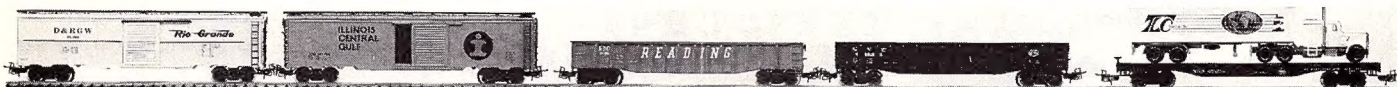
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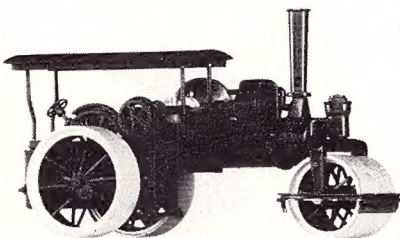
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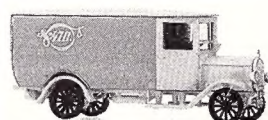
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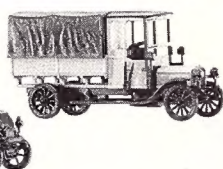
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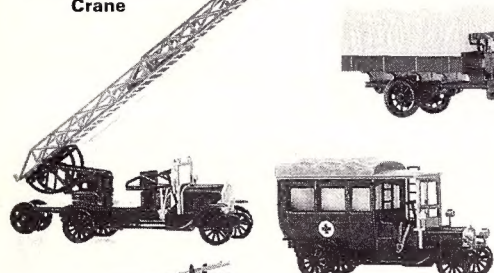
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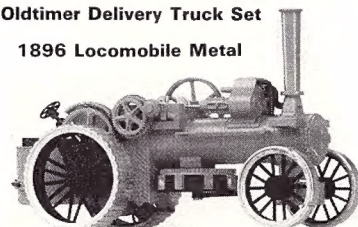
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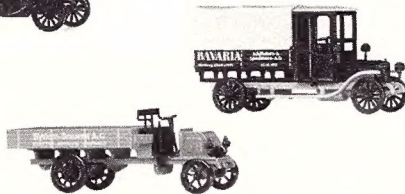
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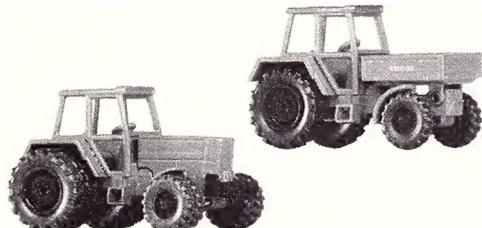


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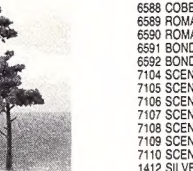
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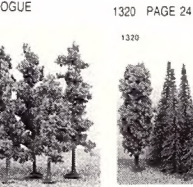
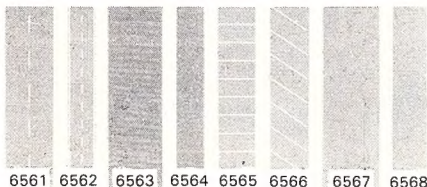
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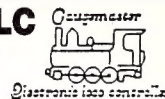
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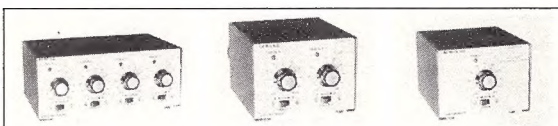
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43002 DB 420 3 car railcar blue/grey	£119.99
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43191 Cologne 16w articulated tram	£69.99
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4063 Class 64 DR tank	£87.50
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4077 Class 78 DR tank	£119.95
4078 Class 78 DR tank	£119.95
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4093 Class 94 DR tank	£96.75
4094 Class 94 DR tank	£96.75
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4098 Class 98 DR tank	£99.75
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4173 Class 03	£124.75
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4347 Class 111 red	£97.75
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6107 10mm straight	£1.15
6110 Extender track	£9.85
6112 Uncoupler track	£9.55
6113 Uncoupler track	£11.85
6114 Uncoupler track	£3.50
6116 Buffer stop track	£2.50
6117 Buffer stop	£2.00
6120 Straight 1 curve	£1.25
6122 Rad 1 1/2 curve	£1.20
6125 Straight 2 curve	£1.30
6126 Straight 2 curve	£1.25
6127 Straight 2 curve	£1.25
6131 Radius 3 curve	£1.30

6133 Radius 4 curve	£1.30
6138 Opp. points curve	£1.30
6139 Turntable curve	£1.30
6140 Turntable curve	£1.30
6141 Pair of electric points	£21.30
6142 Pair curved points	£21.30
6143 Pair electric curved points	£21.30
6150 Manual turntable	£134.50
6151 Turntable extension	£134.50
6152 Electric turntable	£134.50
6153 Turntable extension	£134.50
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6159 RH Double slip	£134.50
6162 18' crossover	£134.50
6163 18' crossover	£134.50
6164 LH Double slip	£134.50
6165 RH Double slip	£134.50
6166 LH Electric slip	£134.50
6167 RH Electric slip	£134.50
6170 LH Straight point	£134.50
6171 RH Straight point	£134.50
6172 LH Electric point	£134.50
6173 RH Electric point	£134.50
6174 LH Curved point	£134.50
6175 RH Curved point	£134.50
6176 LH Electric curved point	£134.50
6177 RH Electric curved point	£134.50

FLEISCHMANN N LOCOS

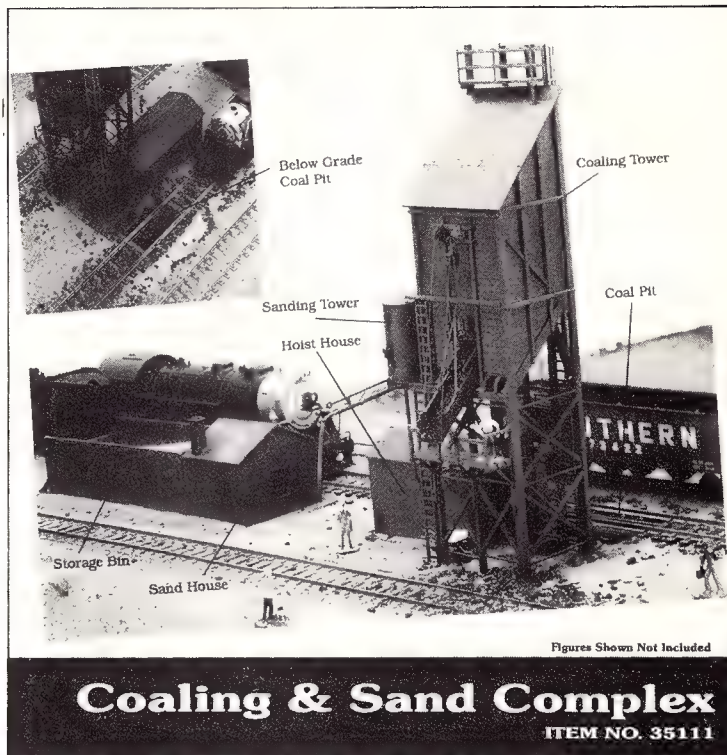
7000 0-4-0 tank	£33.95
7025 Class 80 0-6-0 tank	£56.75
7030 Class 91 2-6-0 tank	£56.95
7035 Class 91 2-6-0 tank	£56.95
7035 Class 91 0-8-0 tank	£56.95
7035 Class 65 2-8-4 tank	£82.95
7077 Class 78 DB tank	£77.50
7079 Class 78 DR tank	£77.50
7093 Class 94 0-10-0	£76.75
7094 Class 94 0-10-0	£76.75
7095 Black 0-10-0	£76.75
7096 Class 98 DR tank	£82.95
7098 Class 98 DR tank	£84.75
7123 Class 23 DB	£93.90
7124 Class 23 DB	£93.90
7125 Class 23 DB	£93.90
7126 Class 23 DB	£93.90
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7197 Class 23 DB	£93.90
7198 Class 23 DB	£93.90
7199 Class 23 DB	£93.90
7200 Class 23 DB	£93.90

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7375 Class 140 blue	£72.90
7376 Class 110 red	£72.90
7377 Class 111 red	£76.60
7378 Class 111 burg	£73.90
7379 Class 111 burg	£73.90
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9100 22mmn straight.....	£1.00
9101 11mm straight.....	95
9102 57mm straight.....	95
9103 55mm straight.....	95
9104 2775mm straight.....	95
9105 Flex track.....	95
9106 Flex track.....	95
9107 Connector track.....	95
9108 Adapter track.....	95
9109 Electric uncoupler.....	95
9110 Manual uncoupler.....	95
9111 Buffer stop.....	95
9112 Rail track.....	95
9113 Rail track.....	95
9114 Radius 1 curve.....	95
9115 Radius 1 1/2 curve.....	95
9116 Radius 1 curve piece.....	95
9117 Radius 2 curve.....	95
9118 Radius 2 1/2 curve.....	95
9119 Radius 2 curve piece.....	95
9120 R3 full curve.....	95
9121 R3 1/2 curve.....	95
9122 R4 1/2 curve.....	95
9123 R4 1/2 curve.....	95
9124 R4 1/2 curve.....	95
9125 R4 1/2 curve.....	95
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237/238 Re4/4¹ Series 1, red
240/241 BLS Ae6/8 (Aug)
242/243 BLS Ae6/8 2 motors
250/251 WM 2-car railcar
252/253 SOB 3-car EMU
260/261 MO 3-car EMU
270/271 SOB Re4/4¹ 44
272/273 MThB Re4/4¹
*274/275 EBT Re4/4¹
*276/277 SMB Re4/4¹
*280/281 Re4/4 New SBB type 460 'Lok 2000'
800 Ae4/7 'N' Gauge

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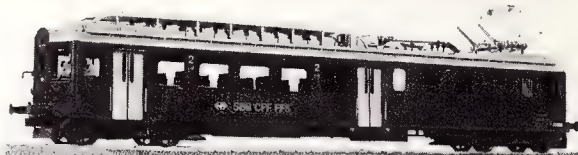
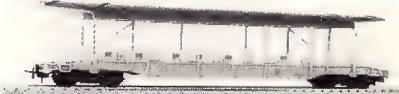
400/401 SBB 2nd Class coach
402/403 MO 2nd Class coach
405/406 SBB Dining car
407/408 BT Dining car
410/411 SBB Luggage van
*412/413 SZU 2nd Class coach EW I
415/416 SBB 1st Class coach

420/421 SBB Driving trailer
*422/423 BT 2nd Class coach EW I
425/426 BT 2nd Class coach
*428/429 BT 1/2nd Class coach EW I
430/431 BT 1st Class coach
435/436 BT Driving trailer
440/441 BLS 2nd Class green
445/446 BT 2nd Class green
447/448 SOB 2nd Class coach
450/451 BLS 1st Class green
455/456 BLS 2nd Class coach
460/461 BLS 1st Class coach
465/466 BLS Luggage van
467/468 BLS Dining car
470/471 WM Driving trailer
472/473 SOB Driving trailer
475/476 MO Driving trailer
*480/481 SBB 2nd Class EW I new lettering
*482/483 SBB 1st Class EW I new lettering
*484/485 SBB 2nd Class EW I old lettering
*486/487 SBB 1st Class EW I old lettering
*498/499 McDonald's dining car

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370/371 BLS Car transport carriage
375/376 BLS Ramp carriage
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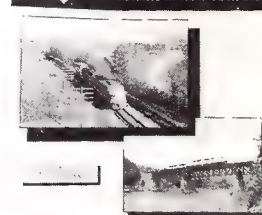
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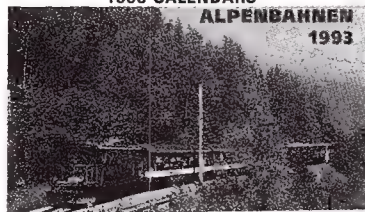
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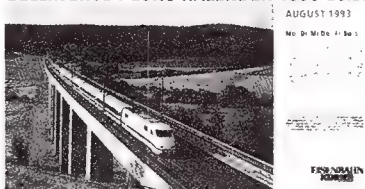
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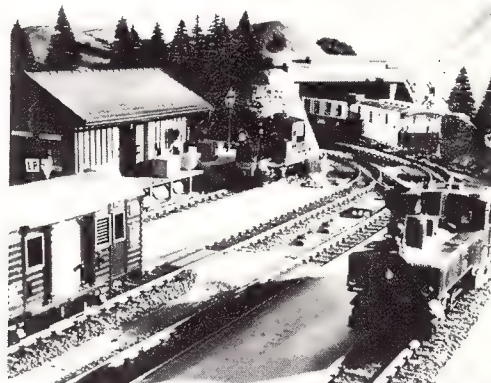
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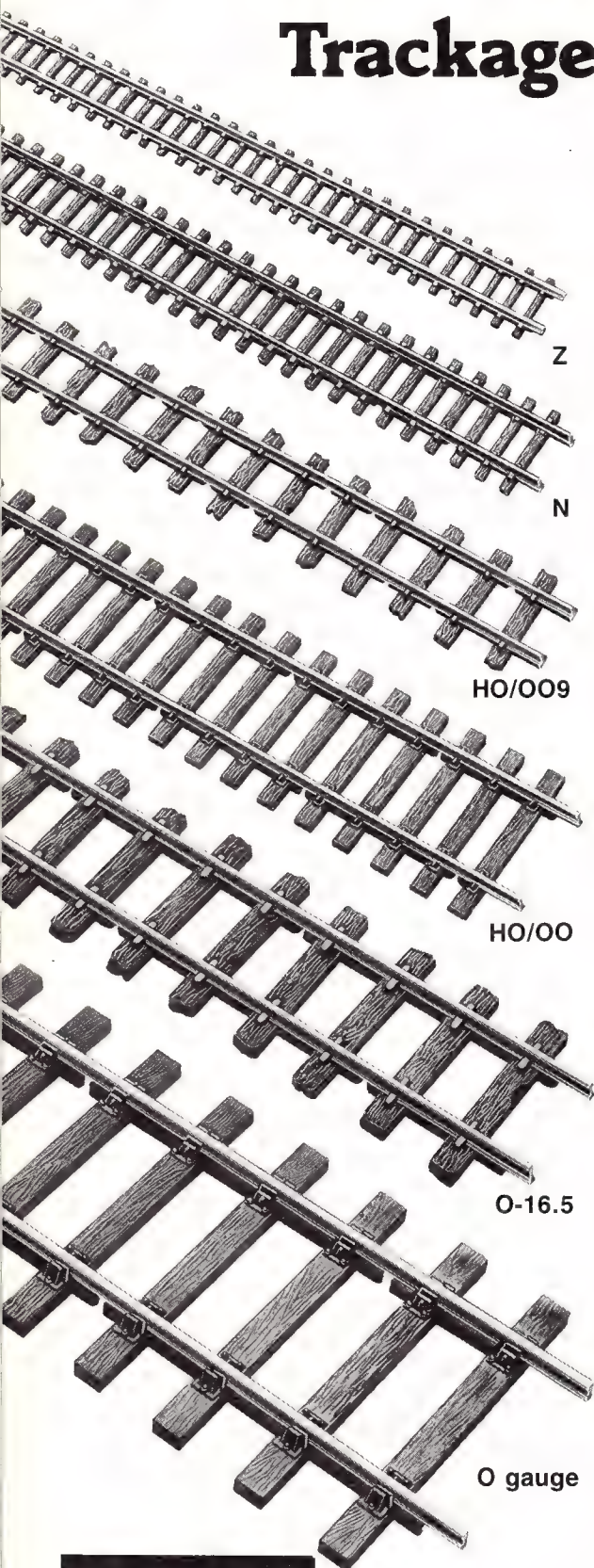


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ST-1 Standard straight

ST-11 Double straight

ST-2 Short straight

ST-3 Standard curve 9" rad

ST-12 Double curve 9" rad

ST-4 Half curve 9" rad

ST-5 R/H small rad. turnout

ST-6 L/H small rad. turnout

ST-7 Short crossing

Streamline Universal Standard — Code 80

SL-300 Wooden sleeper type 36"

SL-302 Concrete sleeper type 36"

SL-384 R/H catch point

SL-385 L/H catch point

SL-391 R/H med. rad. turnout

SL-392 L/H med. rad. turnout

SL-388 R/H large rad. turnout

SL-389 L/H large rad. turnout

SL-386 R/H curved turnout

SL-387 L/H curved turnout

SL-397 Y med. rad. turnout

SL-E391 R/H med. rad. turnout *electrofrog*

SL-E392 L/H med. rad. turnout *electrofrog*

SL-E388 R/H large rad. turnout *electrofrog*

SL-E389 L/H large rad. turnout *electrofrog*

SL-E386 R/H curved turnout *electrofrog*

SL-E387 L/H curved turnout *electrofrog*

SL-E397 Y med rad. turnout *electrofrog*

SL-394 Long crossing

Universal Fine — Code 55

SL-300F Wooden sleeper type 36"

SL-E391F R/H small rad. turnout *electrofrog*

SL-E392F L/H small rad. turnout *electrofrog*

SL-E395F R/H med. rad. turnout *electrofrog*

SL-E396F L/H med. rad. turnout *electrofrog*

SL-E388F R/H large rad. turnout *electrofrog*

SL-E389F L/H large rad. turnout *electrofrog*

SL-E386F R/H curved turnout *electrofrog*

SL-E387F L/H curved turnout *electrofrog*

SL-E397F Y med. rad. turnout *electrofrog*

SL-E394F Long crossing

HO/OO9

SL-400 Wooden sleeper type 36"

SL-E491 R/H 12" rad. turnout *electrofrog*

SL-E492 L/H 12" rad. turnout *electrofrog*

SL-E497 Y 18" rad. turnout *electrofrog*

HO/OO Gauge (16.5mm)

Setrack — Code 100

ST-200 Standard straight

ST-201 Double straight

ST-202 Short straight

ST-203 Special short straight

ST-205 Isolating Track with switch

ST-220 No. 1 rad. standard curve

ST-221 No. 1 rad. double curve

ST-222 No. 1 rad. half unit curve

ST-225 No. 2 rad. standard curve

ST-226 No. 2 rad. double curve

ST-227 No. 2 rad. half curve

ST-240 R/H No. 2 rad. turnout

ST-241 L/H No. 2 rad turnout

ST-242 R/H curved turnout

ST-243 L/H curved turnout

ST-247 Y med. rad. turnout

ST-250 Medium crossing

Streamline Universal — Code 100

SL-100 Wooden sleeper type 36"

SL-102 Concrete sleeper type 36"

SL-100GS Wooden sleeper type steel rail 36"

SL-102B Concrete sleeper type brass rail 36"

SL-84 R/H catch point

SL-85 L/H catch point

SL-91 R/H small rad. turnout

SL-92 L/H small rad. turnout

SL-95 R/H med. rad. turnout

SL-96 L/H med. rad. turnout

SL-97 Y-small rad. turnout

SL-98 Y-large rad. turnout

SL-88 R/H large rad. turnout

SL-89 L/H large rad. turnout

SL-86 R/H curved turnout

SL-87 L/H curved turnout

SL-90 Double slip

SL-99 3 Way med. rad. turnout

SL-E97 Y-small rad. turnout *electrofrog*

SL-E98 Y-large rad. turnout *electrofrog*

SL-E91 R/H small rad. turnout *electrofrog*

SL-E92 L/H small rad. turnout *electrofrog*

SL-E95 R/H med. rad. turnout *electrofrog*

SL-E96 L/H med. rad. turnout *electrofrog*

SL-E88 R/H large rad. turnout *electrofrog*

SL-E89 L/H large rad. turnout *electrofrog*

SL-E86 R/H curved rad. turnout *electrofrog*

SL-E87 L/H curved turnout *electrofrog*

SL-E99 3 Way med. rad. turnout *electrofrog*

SL-93 Short crossing

SL-94 Long crossing

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SL-E191 R/H small rad. turnout *electrofrog*

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SL-E195 R/H med. rad. turnout *electrofrog*

SL-E196 L/H med. rad. turnout *electrofrog*

SL-E188 R/H large rad. turnout *electrofrog*

SL-E189 L/H large rad. turnout *electrofrog*

SL-E186 R/H curved turnout *electrofrog*

SL-E187 L/H curved turnout *electrofrog*

SL-180 Single slip

SL-190 Double slip

SL-194 Long crossing

O-16.5

SL-500 Wooden sleeper type 36"

SL-E597 Y med. rad. turnout *electrofrog*

O Gauge (32mm)

SL-700 Wooden sleeper type 36"

SL-700S as above with steel rail 36"

SL-784 R/H catch point

SL-785 L/H catch point

SL-E797 Y med. rad. turnout *electrofrog*

SL-E791 R/H med. rad. turnout *electrofrog*

SL-E792 L/H med. rad. turnout *electrofrog*

SL-E794 Long crossing *electrofrog*

SM-32

SL-600 Wooden sleeper type 36"

SL-E697 Y 8ft rad. turnout

Gauge 1 (45mm)

SL-800 Wooden sleeper type 36"

G-45

SL-900 Wooden sleeper type 36"

SL-900A as above with aluminium rail 36"

SL-995 R/H 4ft rad. turnout

SL-996 L/H 4ft rad. turnout

All track built with nickel silver rail unless specified otherwise.

And this is just the trackwork! For full details of foam ballast, point motors, Individualy track components, accessories and lineside kits, see the PECO catalogue at your model shop today.

PECO

CONTINENTAL MODELLER

Companion to Railway Modeller

A RECENT correspondent, while generally praising the quality of the model photography in these pages, voiced the opinion that he would like to see more shots taken from a low angle, as these were (he believed) the most realistic way of viewing a model railway.

We must admit that we would be reluctant to agree. Quite apart from our practical need to provide a squarer format for the cover picture, and upright portraits that might fill a whole page, if all the pictures were taken from a low angle the visual appearance of the magazine would become uniform and boring. Railways are already linear enough by their very nature without taking an even narrower approach to their presentation!

The constant employment of low angles would also tend to make all layouts look the same, which they most definitely are not.

Over-use would also reduce the impact of low level views when they do appear. The technique is best used in moderation, which allows features such as Mr Palette's article in this issue to be so effective.

Of course, getting down low and in close is only viable when the standard of modelling and the level of detail can stand such scrutiny. The appeal of a layout may derive from something other than perfect fidelity to scale — we should never forget that our hobby is an enjoyable pastime, not a rigid discipline — and the photographer's task is arguably to try and communicate this, and capture the essence of what the particular layout has achieved. It would be very wrong to define successful modelling simply as the recreation of a perfect miniature reality.

It is also a fallacy to think that by placing the lens at scale eye level you inevitably get a more realistic picture. Low viewpoint wide angle shots distort the perspective, and are not actually realistic at all. Human beings may have the ability to take in visual information from a wide field, but the process of seeing is active: the brain selects and interprets incoming information to form an image. A camera cannot apply the same intelligence, and therefore a wide-angle lens with a nominal field of view similar to the typical eye will not necessarily give what we perceive as the most realistic picture.

The photographer's art is also interpretive: he must bring out the best in the layout, and convey what the builder was trying to achieve. His technique should not make all layouts conform to a certain 'approved' style. The approach, the technique, and to some extent the equipment all need to be tailored to the specific task in hand.

The availability of modern high technology 35mm SLR cameras has certainly made it easier for the amateur to improve the standard of his photos, but even when used with a wide-angle lens for increased depth of field, such cameras are far from ideal for close up work with small scale models. True, some very fine model railway pictures have been taken by gifted enthusiasts sensitive enough to appreciate and to work within the limitations of their equipment.

We are, we believe with justification, proud of the excellent results achieved by our own photographic studio. A photographer who is also an experienced modeller is far more likely to be sympathetic to the aims of the layout builder. That surely is the prescription for successful pictures, not the rigid application of one point of view.

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COVER: a busy scene at Le Touquet Aéroport, one of those rare sites where rails crossed the runway, as modelled and photographed by Andy Hart (SNCF Society). See page 410.

Railway modelling: today's creative leisure activity.

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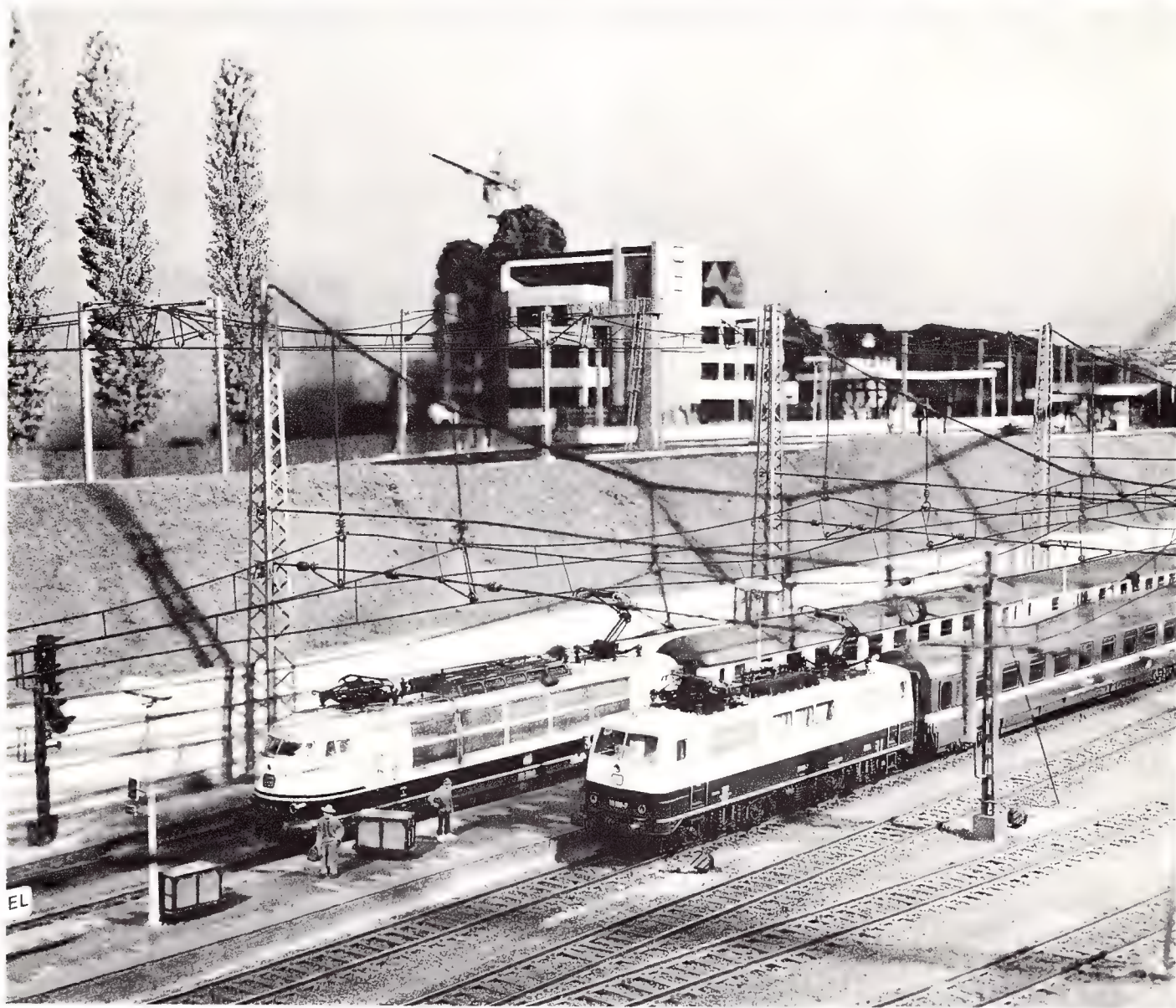
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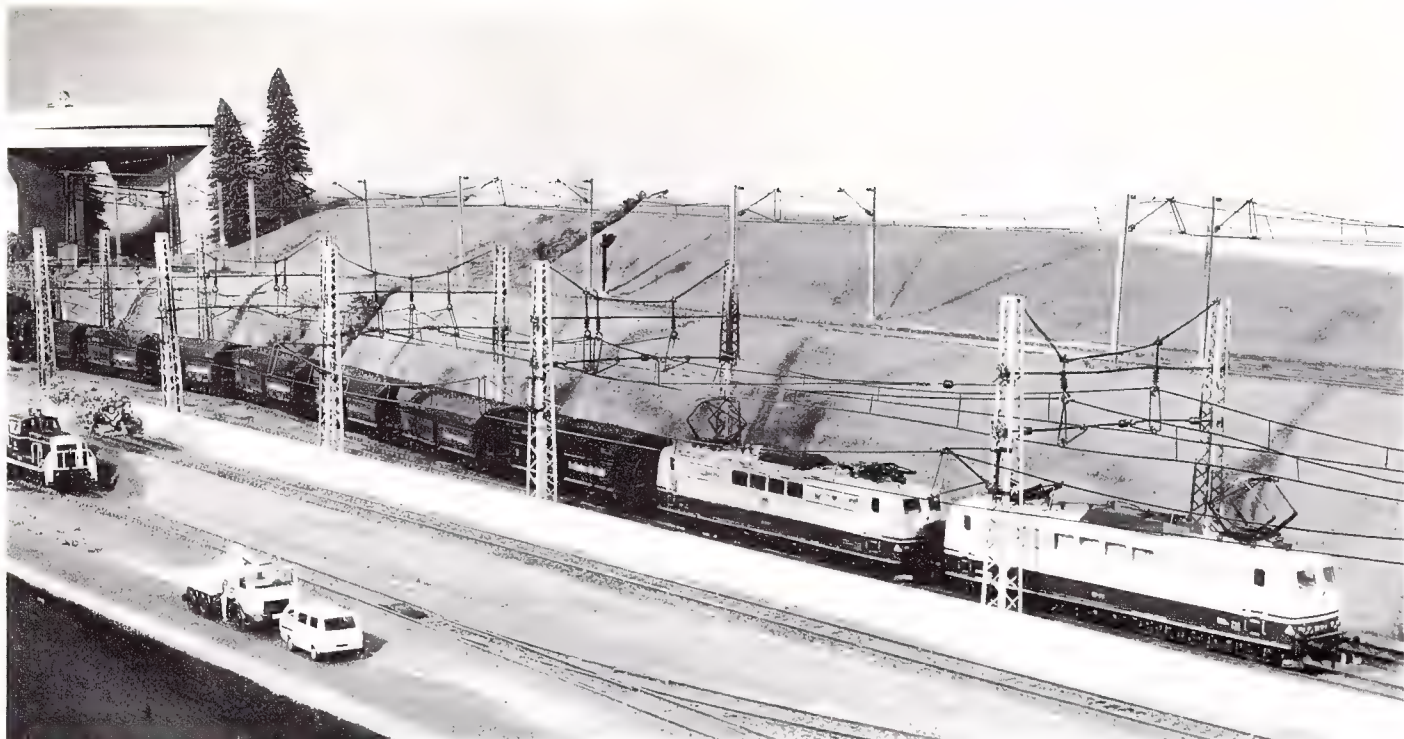
For the average enthusiast modelling overseas railways



215 Class diesel trips a freight down the branch as an FD train passes behind a 111 Class electric.



Two IC expresses await departure from Akten Vohwinkel.



A brace of 151 Class Co-Cos haul a train of iron ore hoppers past the push-pull turn back siding.

RAILWAY OF THE MONTH

Akten Vohwinkel

The HO scale layout of the Western MRS (Acton)

Described by Stuart Prentice

Photographs by the PECO Studio

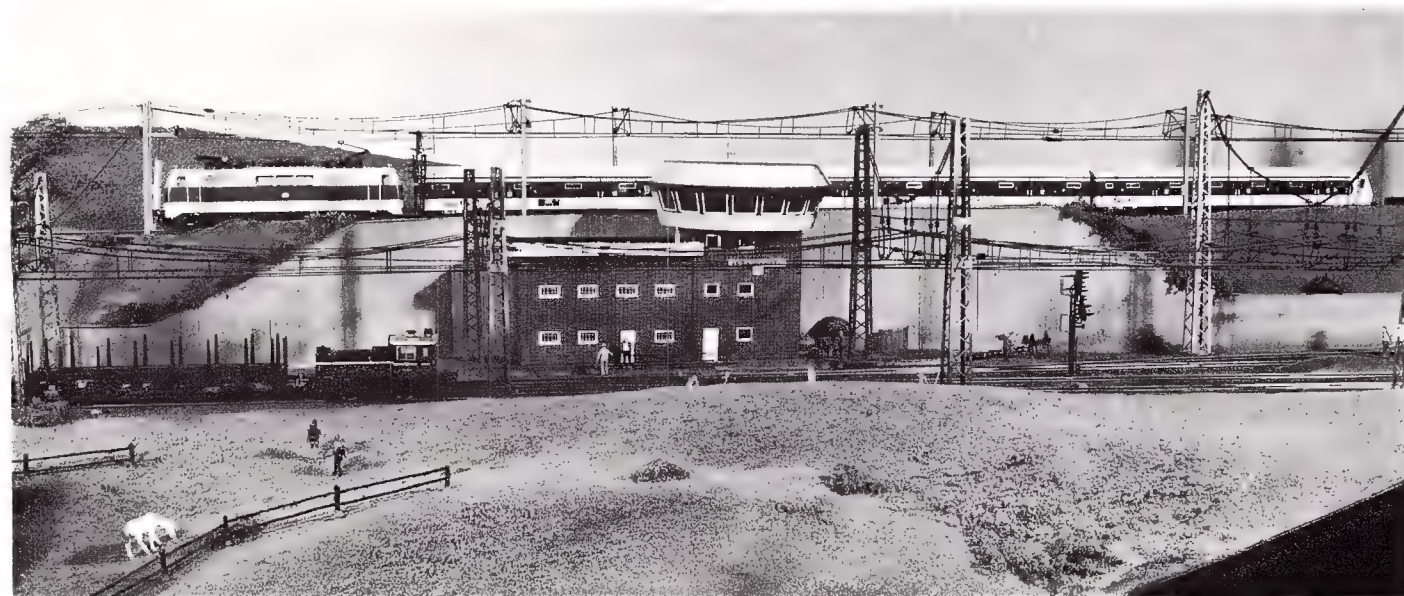
BACK IN early 1983 plans were drawn up to replace the club's exhibition layout 'Haverfordwest'. Members were invited to put forward designs for a new layout.

About half a dozen plans were submitted, and most were quite interesting and feasible. One of the plans put forward was for 'Akten Vohwinkel', which was chosen by a ballot of all the members: so was born the plan for the layout.

A group of seven members were given the go ahead to build the layout, which would be 18' x 11', with a budget of £3,500 spread over a three-

year period. It was to be a continuous run layout based on West German practice between the years '77 and '83 (give or take a bit of modellers' licence!).

It has always been recognised within our club that the public generally want to see trains 'tail-chasing' on exhibition layouts, so we compromised. By using the folded-8 set up, we could provide the tail-chasing on the high level, with sensible running in the station on the low level. Once we had finalised the track plan our attention turned to the construction of the baseboards.



Three-car loco-hauled S-Bahn set passes the substantial signal box.



A rake of IC stock behind 111 089 races above a 141 and 'Silberlinge' coaches and the 261 shunter on the post depot headshunt.

Baseboards

To start with there were to be eight boards (now increased to ten), each 6' long by 2'6" wide, arranged as three scenic boards at the front, one at the side, and the rest are for the storage yard. The wood used for the frames is $\frac{3}{4}$ " 30-minute flame retardant plywood. The three front boards were made in the open top format making the addition of the gradients and different levels a lot easier. The yard boards had the ply fixed directly to the frame which had extra supports made from $1\frac{1}{2}$ " strips of $\frac{1}{4}$ " ply fixed vertically between the cross members; these extra supports are to prevent the deck sagging between main supports.

The legs were made from ordinary 2" x 1" wood fixed to the boards with flap hinges. Only two of the boards are free standing: the others sit on the cross-bar of the leg on the board before. This method means there is no weight on the linking bolts as it is taken by the adjacent leg.

The front boards were harder to build as there is very little level track anywhere on the scenic section. Uprights were taken off the cross members to the height required and more $1\frac{1}{2}$ " side strips were fitted, then the deck was fixed on top. The deck on the front was just wide enough to take the track and overhead masts, the idea being to keep the weight down.

The high level storage yard uses the 'Mark II' support, which is a T shape cut from $\frac{3}{4}$ " ply which spans four of the tracks and cantilevers over two more. This has been made removable to make any major track work easier, especially where there are points.

Track

The track used is a mixture of Shinohara for the point work and visible sections and Bachmann in the storage yard roads. We used Bachmann for economy and Shinohara because it gave a more accurate sleeper spacing and more continental track geometry in the point itself.

We first laid the station throat using paper copies of the points, which let us see the formation without the expense of buying points that we didn't need. The same method was used in the storage yard with equally good results.

The track was laid on $\frac{1}{8}$ " cork, which had been stuck to the decking, and secured in place using track pins. At the board joints in the storage yard copper-clad paxolin strips were used to protect the multiple rail ends, where there are 14 roads on the low level and 6 on the high level. We did not adopt this on the front as there are fewer breaks, and it is very hard to disguise copper clad joints.

Electrics

The electrics on Akten Vohwinkel are basically simple, but there are some more complicated bits. The layout is controlled by two panels, inner and outer. Each panel has three Gaugemaster 100 controllers, one

for the high level lines and two for low level. All the sections on each low level panel have cab control between the two controllers, giving us the ability to operate any section on that panel with either controller. Some of the sections are 'bi-directional' and therefore operable by both panels. This is achieved using relays to switch the sections and to isolate the other panel. This also 'locks' the points to prevent the other panel changing the route.

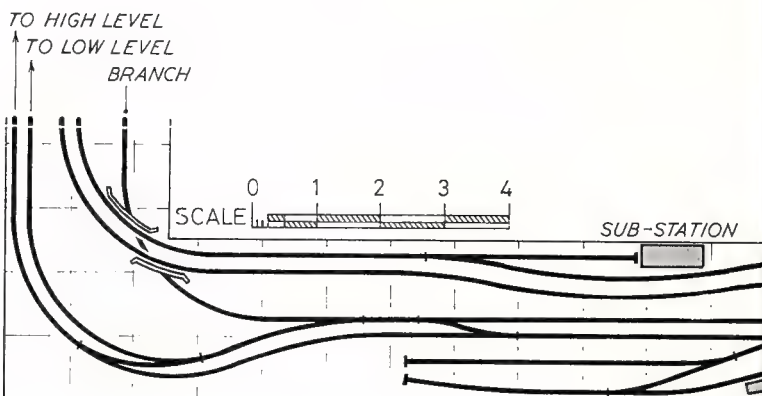
The points are worked using H&M point motors that were salvaged from 'Haverfordwest' and after some 15+ years are still going strong.

The points are supplied by two capacitor discharge units, one for each panel, which have been fitted with larger capacitors to give the stronger throw needed to move three motors at once. The units are mounted in the control box along with the transformers and rectifiers needed to supply the layout.

One word of warning about capacitor discharge units: be very careful with the supply voltage. I connected one wrongly in the box one day and then spent months clearing up bits of paper when the capacitor exploded. The box lid still bears the indentation where the metal cap hit it!

Overhead

The intention was to build the layout originally without overhead catenary, but it soon became apparent when we started the scenery that it would be ten times harder to fit the overhead later than install from new.





A busy scene in front of the station, with the high level tracks running over the level crossing.

So prior to ballasting the Sommerfeldt masts were fitted. On the high level single area masts were employed, but in the station area headspan masts had to be used because of the multiple roads. Once the masts were up the track could be ballasted. This job is near-impossible when all the wires are up, as there is hardly enough room to squeeze a few fingers through let alone ballast and glue.

Once ballasted, work could start on the headspans. The first one to be completed took three people three hours to make. By the time the last headspan was finished it was down to one man and one hour! On the new extension board this time was nearly halved, but then it was far fewer tracks. Using the gauges supplied with the headspan kits and a restaurant coach fitted with a pantograph, the overheads slowly took on the right appearance with the prototypical zig-zag on the straight and the straight wire on the curves. At the board joints the overhead wires are made removable. This is achieved using modified lengths which hook onto the wires either side of the join. Once these are fitted the whole length on the front of the layout is tensioned, due to the fact that the removable lengths are just a little shorter than the gap they have to fit in, thus pulling the wire taut either side.

In the storage yard and under the hill section the overhead is made of ordinary rail soldered to cross bars to provide a sturdy surface for the pantographs. The rails are needed to prevent the pantographs getting ripped off on the supports for the high level.

The overhead is wired to the common return and most of the electric locos are wired so they can work off both overhead and track. This

modification means that we do not need to have the storage yard covered with wires, but still have the advantage of the overhead for better running on the front of the layout, as the overhead does not seem to attract the dust as rails do.

Signals

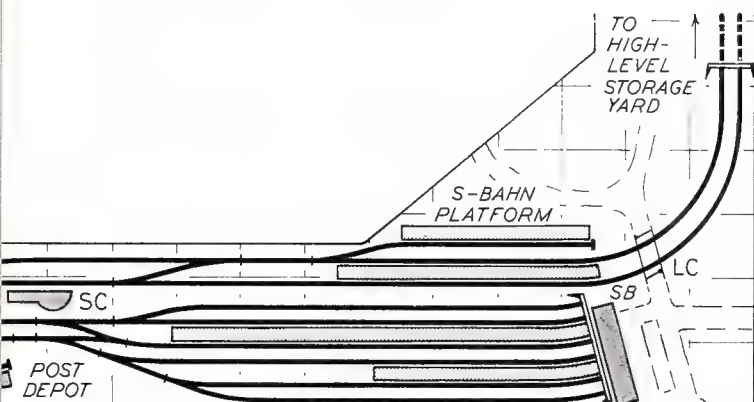
There are two makes of signals used on the layout: Schneider for the main signals and Brawa for the shunt signals. All the signals are fully operational to correct German practice, which is fairly complex and would take an article of its own to describe. We farmed out the construction of the relay racks to a member with a knowledge of signalling circuits (but not German signalling) and he coped very well.

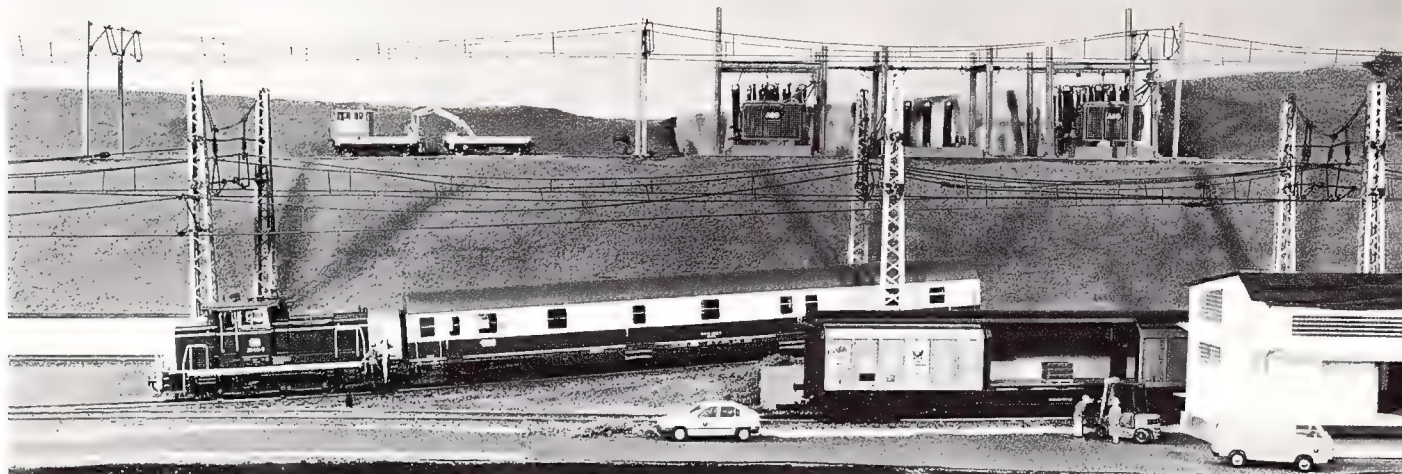
On the high level the signals are semi-automatic in that the passage of a train replaces the signal to red, and the crossing barriers are raised after the train has gone. This is done using light-dependent resistors and relays.

Scenery

The scenery is made from chicken wire covered in plaster bandage. This was then covered with an Artex-type plaster to give a rough surface. Once that had dried a mixture of burnt sienna and black powder paint was applied, to give an earthy base colour. The flock then followed, a mixture of several different coloured greens to give a realistic effect, as grass very rarely grows identical in the wild. The flock was fixed in place using a water and PVA glue mix painted onto the brown base colour. The trees we used were from BTA as they are a realistic height.

The buildings in the town and on the hill are either standard kits, modified kits, or scratchbuilt. The signal box is scratchbuilt from cardboard covered with brick paper and is a copy of the box at Wuppertal Vohwinkel. The kits come from several manufacturers: Kibri, Faller, Vollmer and Pola. Of the kits, the tower crane on the building site is worth a special mention as it has been motorised so that the hook moves up and down and the trolley goes in and out along the jib. The road surfaces used are from Busch for the tarmac and Vollmer for the cobbled road up the hill. The street lights come from Faller, as do the crash barriers on the motorway. The level crossing barriers are by Brawa and come complete with skirts, but are very awkward to fit. The motorway is made out of plywood covered with plasticard to give the appearance of concrete slabs, and the honeycomb frame under the deck is held together by 48 screws: that's a lot of screws in such a small space! The people are Preiser, some of which were bought unpainted: they are time consuming to paint but cheaper in the long run. The cars are mostly Herpa, as are the lorries on the rolling road transporter wagons, but the rest of the vehicles are Kibri kits.





261 Class shunter manoeuvres a postal coach (by Ade) up the grade towards the station.

Stock

The stock is owned by the group members, each having their own speciality — coaching stock, freight, or specific trains. The stock is mostly kept in boxes made from DIY pasting tables (with the legs removed), which are very useful for rapid loading at the end of exhibitions.

The majority of the coaching stock is Roco, and in addition there are over thirty coaches in regular use which are made from Ade kits. The locos are again mostly Roco but we are getting an increasing number of Fleischmann as their quality improves. Freight stock is a mixture of different manufacturers but all is fitted with Roco close couplings, as are all the coaches and locos, as we standardised on them from the very start because they do away with the unsightly gaps between vehicles.

Operation

The layout is run by two operators, one on the inner, the other the outer. Both operators sit facing the storage yard with their backs to the front of the layout. There is a blue curtain that runs the entire length of the scenic boards, which gives the layout a diorama effect. The operators view the front of the layout using two video cameras mounted behind the headboard, which are connected to 12" monitors in the centre of the layout.

The layout is run to either a standard or short sequence. The only difference between the two is that the short has three less trains. Both take about 1½ hours to complete from start to finish. Within that time you see several typical German practices, including shunting vans off one train onto another, and express trains detaching locos to take coaches off another express. There are the S-Bahn trains that shuttle between the bay on the high level and the storage yard, the City-Bahn that shuttles from high level storage yard into the station and back, plus the push-

pull on the branch that runs into the same platform right after the City-Bahn.

In the push-pull siding (on the new board that houses the postal depot) when the loco runs in it is possible to lower the pantograph to stable the train, and when it is ready to go, to raise it again. A modified Fleischmann 141 is used as these have a stud contact built into the bogie that can be used for remote control.

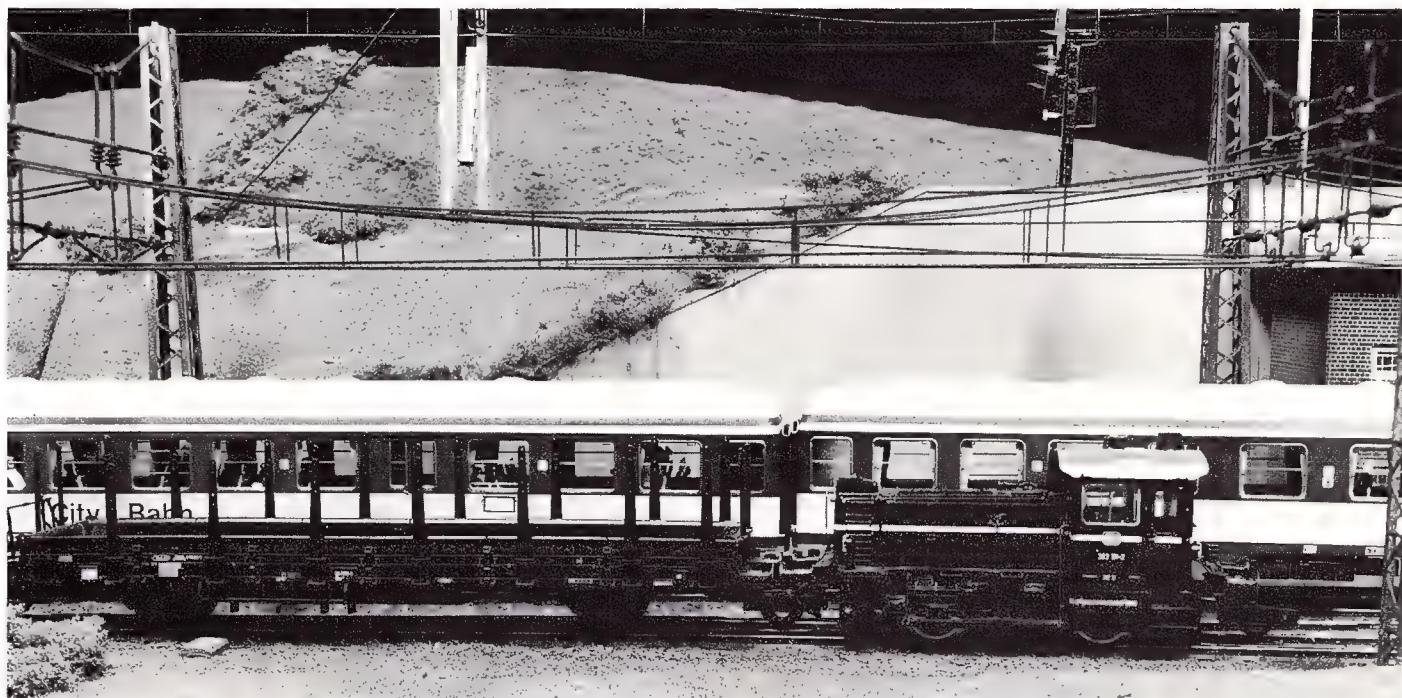
Future

Having recently added the Bundepest depot board, plans are now afoot to add a canal scene, with the railway supported on two overbridges. The matching rear storage yard board is already constructed and work should start soon on the front board.

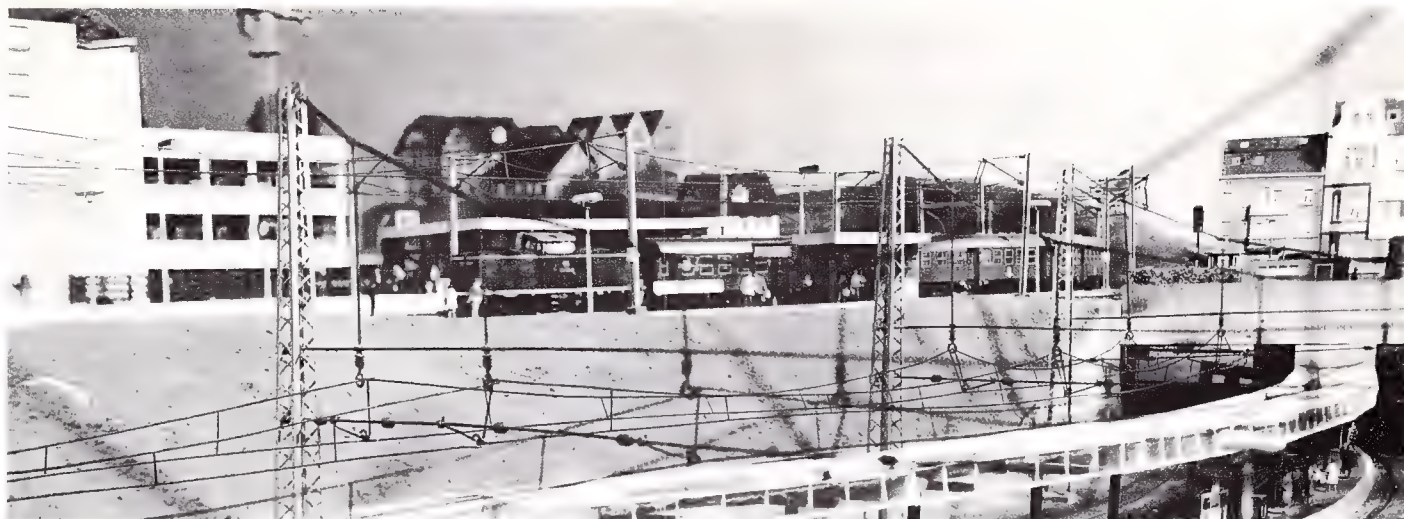
Conclusion

The layout has now spent some 40 days at exhibitions and many more are in the pipeline, including Leeds 24-25th October and Gravesend 6-7th March 1993. One question we always get asked is if Akten Vohwinkel is a real place in Germany? The answer is no. The name is derived from two sources: the word Akten comes from Acton in West London where our club is located and Vohwinkel comes from Wuppertal Vohwinkel in Germany, home of the famous Schwebe-bahn, the monorail that runs above the river in the town. Vohwinkel literally means 'before the corner', obviously the corner of the river.

My thanks to all the club members who have put up with our 'different' ideas over the years, and especially to Graham, Ron, Paul, David, Billy, Dick, Mark A and B, and many more without whose help there would be no layout in the first place.



The effective close-coupling of coaches and freight stock is shown here.



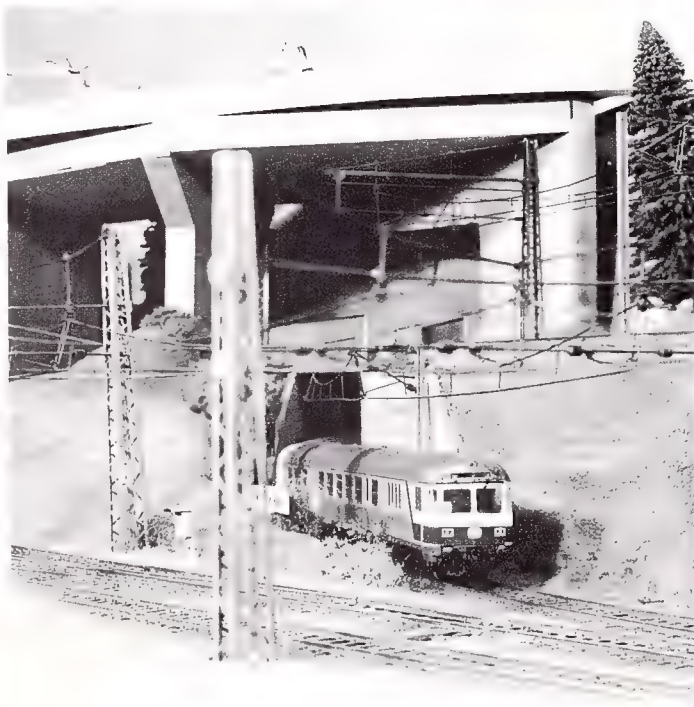
212 Class and local service stops at the higher level Altstadt station.



The rear of the town scene, showing the S-Bahn station.



Station throat: 103 Class (left) and S-Bahn service driving trailer.



Local push-pull leaving the branch.

On the road in HO with the Faller Car-System

by Shane O'Connor

YOU SPENT hours in optimizing space to produce a layout which is both reliable and bears a resemblance to whatever locality and period has been modelled, an attempt has been made to assemble suitable scenery, buildings, and almost inevitably at least one road and some vehicles, all of which (unlike the trains) remain permanently frozen. The introduction of working street and traffic lights and the like eases this static scene, but until recently there has been no simple method to energize road vehicles — that is until the introduction of the Faller Car-System.

The majority of modellers develop their skills the hard way, gaining experience from successive layouts, obtaining tips from other modellers, at the local stockist, and deriving inspiration from magazines and books. But I could find none that had explored the Car-System, and Faller's picture-packed catalogue does not contain all the basic information a potential buyer seeks. I was (and still am) in the delightful process of constructing yet another layout, so I decided to investigate, and now offer my findings for your benefit with the usual disclaimer.

The Car-System concept is that each vehicle is self-powered, and has steerable front wheels which are guided along the road by an inconspicuous small magnet that 'reads' an equally inconspicuous steel wire placed centrally in each carriage way. To date all the models have been adapted from essentially large commercial vehicles made by Brekina, Herpa and Wiking, which are large enough to house the 'works'.



Along with the VW bus (seen in the heading photo), the Mercedes G-wagen is currently the smallest vehicle available. The small guide magnet skate can be clearly seen.



The works

Electrical components currently comprise vehicles, charger, and two working accessories. Non-standard Ni-Cad cells provide the vehicle's power source, re-charging being effected by connecting the vehicle's socket to a charger unit.

The compact charger unit provided with 'Start Sets' is compatible with British power supplies. Although designed for connection with normal European two-pin sockets, it can be safely used in Britain with a 13amp adapter. However, as these adapters are designed for the British style of 2 pin plugs, internal adjustment of the adapter may well be necessary to ensure the charger's pins are in contact. Failure to check can lead to disappointment after seven hours of non-charging! The charger's two wire output cable is supplied with a miniature three-pin plug, the two outer pins being bridged inside the vehicles, thereby ensuring correct polarity.

The intervals between re-charging will obviously depend upon use. As an indication, continuous running from a correctly charged two cell unit will last two hours or more: a single cell will run for a shorter period. Faller recommend re-charging should be over a continuous seven-hour period, and I would suggest that a shorter period should not be attempted, no matter how anxious you may be to resume running.

Today, nickel-cadmium batteries are the most common type of re-chargeable cells, with a wide variety of applications. When used as directed, they are both reliable and have a long re-chargeable life. However, they can and will become unstable if subjected to abuse, the most common result being that they will not hold their charge, which (if all remedial treatment fails) may necessitate replacement. Incidentally, it is worth noting a two cell vehicle when reduced to a single cell will run perfectly, albeit slowly.

Road speed

Scale road speeds vary between 60kmh and 90kmh. Faller use Faulhaber and other motors, and the larger vehicles (buses and lorries) have two Ni-Cad cells, whereas the smaller (Mercedes G/VW vans) have one. I found that even when fully charged, all of the one- and two-cell vehicles have differing road speeds, which remain fairly constant until discharge of the working voltage. Therefore, unlike a railway layout where the controller can be adjusted to suit the performance of individual loco motors to obtain equal track speeds, no such finite control exists.

Accessories

Front runner of Faller's two almost essential accessories is the traffic light kit which allows variable phasing of up to four three-colour lights, with linked outlets to energize electro-magnets; two lights and two magnets are supplied with the kit, and additional items can be obtained separately. Current vehicles, large and small, are supplied with a reed contact, which when activated will cut the motor power supply, and stop the vehicle. Here is realism at traffic light controlled junctions, pedestrian crossings, bus stops, and the like. Vehicles without the reed contact can be obtained at lower cost.

The electro-magnets are mounted immediately beneath the road surface. They are designed for 12v-16vDC which eliminates any 'hum' during operation. Connection to the designated terminals of the traffic light control unit will ensure the magnets are energized according to the traffic light phases, and the vehicles will stop appropriately. Although the actual height of the reed switch above road surface varies according to the type of vehicle, providing the electro-magnets have been positioned correctly, total control is assured. Incidentally, a simple test to check that the vehicle's reed switch is operational can be made by switching on the vehicle's motor, and passing a normal magnet close to the vehicle's underside, which should cause the reed switch to cut out the motor.

The other accessory is an electric remote control for branch-offs. This simple but effective unit is mounted within the road-bed, and must be activated by 'flash' impulse, as there is not automatic switch-off at the end of travel.



A Start-Set road surface laid with the fine plaster supplied, between edge strips of plasticard. The guide wire can be seen at the right. The surface is painted with the grey provided, and the markings are from the included sheet.

The road

The road comprises:

1. Steel guide wire.
2. Cardboard road-bed sections, 105mm wide, composed of straights, curves (two radii), junctions, branch-offs. All are designed to interlock like a jig-saw, and prepared with grooves into which the guide wire is laid.
3. Self-adhesive simulated road surface sheets, complete with edge and central marking.

Assembly of the road-bed is straightforward, and the variety of shapes available allows considerable scope, but once the guide wire has been positioned, this is not a system that permits innumerable changes, and a 'dry-run' is advisable before serious assembly is commenced.

The range supplied assumes a conventional two-way road, which can be altered to produce a single lane by halving the road-bed, or adding outer sections to create a motorway. Junctions and branch-offs are 90° two-lane, the latter conforms to the available smaller radius circle.

The completed road-bed formation can be either glued or left loose in position. All guide wires should be positioned flush in the road-bed. Fallor recommend they be held in place by sticky tape, but I suspect carefully applied UHU or similar adhesive would be just as effective. Trial running will quickly identify any faults.

Laying the 'road-surface' requires care. These sheets are produced to match corresponding road-bed sections, and are intended to be butt joined. Examination may reveal that the white road edges are not equal, which will require a little juggling to produce a matching run. The adhesive is strong, and once the protective sheet has been peeled off it will quickly attach itself to anything with which it comes into contact, and it can be difficult to remove without damage. Attachment to the road-bed is therefore critical: you have only one chance to 'get it right'. Non-standard formations can be produced by cutting the road surface sheets, using a steel rule and a sharp knife.

Some 'Start Sets' are supplied with a very fine plaster which enables road surfaces to be custom built in any location. It helps to use strips of plasticard, say 30 thou, at the edges to define the required area and to facilitate levelling the surface. The guide wire is laid on double-sided tape before the plaster is spread. The sets also contain a bottle of emulsion paint which virtually matches the road surface sheets and is useful for touching up any poor joints, and a 'rub-on' transfer sheet of road surface signs (similar to the Busch range).

Remember at all times the vehicle's guide magnets are very small, and have a strictly limited range. It is for this reason that there should be the very minimum thickness of road-surface between the guide wire and the vehicle magnet. Failure to observe this basic requirement will lead to the magnet losing 'contact' and subsequent loss of vehicle control. A poor 'reading' of the guide wire will cause the vehicle to change course, which, whilst interesting, can be hard on the pedestrians and other unmotorized traffic!

The potential is considerable, being ideal for a town square for example, but care should be taken with curvature on tight bends if on-coming traffic is not to be struck and/or the vehicle's speed does not cause loss of 'contact' with the wire. Obviously a bus or lorry will require more room than a Mercedes G, which can turn in its own length, although not dependably every time!

Theoretically, use of the Busch or Heki road strips would be a satisfactory alternative to the Fallor product, but they might inhibit dependable reading of the guide wire due to the additional thickness. Cutting the road-strip does produce a flush surface but leaves a poor appearance, and there is a probability that the adjacent adhesive edges would attract dust over a period of time.

Reasonable gradients (say 1 in 10) can be safely incorporated, although there should be care at the transitional points. A little modification of the road-bed by running the

guide wire almost into the opposite traffic lane would enable interesting movements in busy streets, with stationary vehicles being overtaken, or parked cars being avoided, etc.

Observations

Once switched 'on' the vehicles will run without further attention until their cells are discharged. However, as the time of total discharge occurs fairly suddenly, movement may cease anywhere on the circuit. It would be unwise to have any sector which cannot be operated by hand, particularly as 'dead' vehicles do not free-wheel, thereby preventing another vehicle being used to push them to a more accessible point.

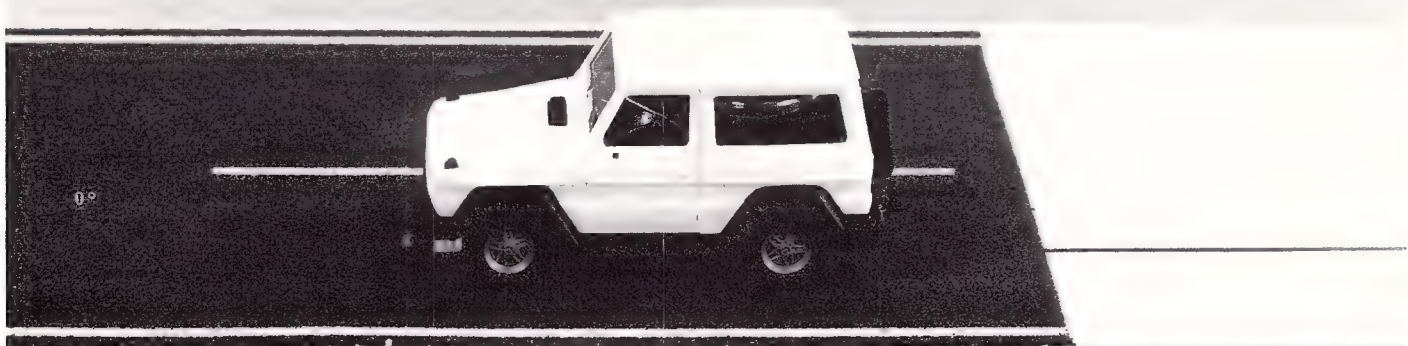
The range of vehicles is presently restricted to those large enough to be capable of housing the 'works'. If a variety is used remember the varying road speed. The one- and two-cell vehicles should be kept apart, solutions being to either have separate circuits interlinked at a junction or similar, or run alternately enabling re-charging without loss of 'action'.

Although I have yet to experience this, I think that after prolonged running the specially prepared soft rubber tyres with which the vehicles are supplied will wear, leading to erratic speeds. This can be easily corrected by fitting the available replacement tyres.

Conclusion

Despite the fixed speed, and indeed the minor irritation of variation in vehicle road speeds, and a caveat on the use of Ni-Cad cells (although currently there is no substitute cell generally available), the Car-System works very well. It offers an opportunity to diversify, and the range of vehicles is expanding. Apart from the initial purchase costs (remember the 'Start-Sets' offer excellent value), actual running does not appear to incur any regular on-going expense.

The inclusion of the Car-System in a model railway/diorama will add both an element of novelty and genuinely enhance the impression of reality in miniature.



In this example, the guide wire has been laid between thin card strips and the road surface is formed with Heki self-adhesive material. Guidance was not affected, but on test vehicles slowed slightly on this surface. Use of different surfaces might offer a basic form of speed control. Even the G-wagen had no problem climbing the 'step' from plain card to finished surface.



Caravelle meets Caravelle: aircraft and DMU seen at Le Touquet, on the author's diorama.

An unusual scenic diorama in HO scale Le Touquet-Aéroport

by Andy Hart
(SNCF Society)

Un peu d'histoire

Somewhat surprisingly, recent comments in these pages about railway tracks across airfield runways made no mention of Le Touquet, which was very familiar to British travellers to France. By coincidence, I was researching the subject for modelling purposes.

The resort of Le Touquet was one of the first French watering-places established in the 19th century, styling itself 'Paris-Plage' — Paris-on-Sea. Precisely when aviation moved in, I do not know, but it was to Le Touquet airport that Silver City Airways flew in the first cross-Channel car ferry service from Lympe on 14 July 1948. The fare was £27 for a car and four passengers! This was hastily suspended in October of the same year when the company's sole aircraft, a Bristol Freighter, was required for the Berlin airlift. The setback was only temporary, and Silver City's operations subsequently extended to numerous other routes. A 1962 advertisement lists services to Ostend, Calais, Cherbourg and Deauville as well as Le Touquet. Lydd/Ferryfield was the company's English base, though at times it also used Gatwick (before rebuilding: the author, when young, watched Freighters depart from the old 'beehive' terminal) and Eastleigh. The early Freighters, Mark 21, could take two cars and their passengers, whilst the later Mark 32 Superfreighter loaded 3 cars and 23 people. It was the fastest-ever way of taking a car across the Channel, and many of those who used it still say it was the most civilised. Motoring itself, of course, was a more select pastime in those days...

It was thus logical to extend similar convenience to foot passengers, and on 18 May 1956, a coach/air/rail service via Le Touquet was opened. Passengers went by coach from London to Ferryfield; after the flight to Le Touquet they were transferred by coach to Etaples station on the main line from Calais and Boulogne, whence they travelled by railcar to Paris-Nord. If all went according to schedule, the whole journey would take 6 hours 50 minutes. The aircraft was a Handley-Page Hermes, carrying some 50 passengers. Between Etaples and Paris, SNCF at first used a De Dietrich railcar of class X 42500, but the following year it substituted the unique stainless steel X 2051. This was an experimental vehicle based on the American Budd RDC, with roof radiators removed to conform to French loading gauge. The type was not repeated, though the



View of the spartan station facilities at the prototype.

underfloor engine layout was adopted for later 2- and 3-car DMUs.

In 1963 the time could be cut to 4¼ hours. The new Gatwick airport was now in being, with direct rail transit from London Victoria; and SNCF laid a branch from the main line, between St Josse and Etaples, to a station on the airfield perimeter. The service took the title *Silver Arrow-Flèche d'Argent* in deference to the *Golden Arrow* and possibly in allusion to the Budd railcar. The latter, however, was replaced in 1964 by 2-car 'Caravelle' (X 4500/4700) DMUs of greatly increased capacity. The run-round loop provided at Le Touquet-Aéroport cannot have seen much use.

I have not been able to discover what aircraft type was used at this stage — possibly Viscounts of British United Airways. A few years later, however, the air sector was being flown by BAC One-Eleven jets, these later being re-liveried when the airline became British Caledonian. In fact, it is quite difficult in retrospect to follow the chronology of mergers and renamings of the independent airlines of the period!

The next major development occurred in October 1971, when the Le Touquet branch was extended 130 metres across the airfield and apron to a station situated between the terminal building and control tower. 'Station' is perhaps an exaggeration, for the arrangement was as simple as it could be: a single platform with an

umbrella canopy — there was not even a run-round this time. Passengers had a short walk between aircraft and train. The operation of regular public passenger trains on to an airfield itself may well be unique; airport tax was included in the rail fare, and train movements were subject to Air Traffic Control.

With the inception of the following summer service, the SNCF provided *Rames à Grand Parcours* (express DMUs) with buffet facilities. These 2-car sets were frequently, if not invariably, formed into 4-car trains and trimmed the overall journey time to under four hours.

A very poor photograph in *Railway World* for June 1972 is the only one we have seen showing an RGP at Le Touquet in original green and cream livery. It was after their first 'face-lift' (1973-4), involving refurbishing the interior and repainting in silver/orange, that these units became most closely identified with the *Flèche d'Argent*. This was the high point of the operation, with three return journeys being worked daily. There is one recorded instance of an RTG Turbotrain visiting Le Touquet, on the occasion of a travel agents' conference in 1973.

During the later 1970s, however, the service began to decline in popularity, due to competition on two fronts: improved direct air services between London and Paris, and



On board an incoming flight, the surrounding countryside and railway may be seen.



Railway and runway at Le Touquet.

hovercraft on the Channel which appealed equally to foot passengers and motorists. Latterly the aircraft used were turboprop Handley-Page Heralds of British Island Airways and finally Air UK. SNCF had reverted to using X 4500 diesel sets. The direct rail-air connection was suspended for the winter 1980 timetable; passengers were once again transferred by coach to Etaples to connect with Boulogne-Paris trains.

In May 1992, the track, the signal in the middle of the grass field and the platform canopy are still there, though the latter has lost all its signs and notices. Pilots' charts of the airfield still carry the special notice: *Caution: Train may cross 07/25, taxiway 3 and apron.* Le Touquet is a favourite resort for British private pilots, its restaurant being highly recommended, and the majority of light aircraft seen there carry 'G—' registrations! They are the spiritual descendants of the intrepid *Anglais* who frequented the resort in the 19th century. Familiar to visiting pilots is the man-on-a-bike who marshalls aircraft on the apron and canvasses for the refuelling facilities.

The model

For its 1992 Convention at the former De Havilland Social Club at Hatfield, the Chiltern Model Railway Association invited member clubs to submit displays on the theme of 'Up-Down — and Away' — the interpretation being left to the exhibitors. Le Touquet sprang to mind. "Good idea!" said everyone I spoke to. "You do it." To be fair, not *everyone* sat back to watch. SNCF Society members went through their archives for pictures and information from which the above account has been pieced together; one supplied the light aircraft kit (which I had to assemble, however); most vitally, Mike and Jenny McCormac flew across to Le Touquet in their Cherokee for lunch one Sunday and came back with a whole reel of photographs: no expense was spared!

Airfields are huge, so how could we achieve the atmosphere on a baseboard 3'6" x 2'? It had to go into a car boot and I had set myself a fortnight to do the actual making. I went back to the photograph that had originally set me off — a view by J-L Poggi in *Trains de France*, taken from the top of the terminal building and showing a 'Caravelle' railcar arriving across the apron, with gently rising country beyond the river in the background. Thoughts of trying to model the station itself were banished because the control tower, next to it, would have to be reproduced to scale, even in low relief or on a flat backscene. It was obviously going to be a static tableau.

The base is an offcut of laminated chipboard shelving, the 'ground' being built up to rail level with layers of card and sugar paper in different shades of grey to avoid having all the 'tarmac' in a single colour. For speed, I laid the final layer with spraymount — this was a mistake, as it remains tacky and the paper tends to buckle and lift with changes in humidity. I

had never before used a scenic grass mat, but again felt lazy: in this case I was agreeably surprised with the result. The track runs in a shallow depression through the grass and is ballasted, with weeds here and there. The standard Jouef colour light signal exactly matches the one still *in situ*. The train can be either my heavily rebuilt Lima RGP or a straight-from-the-box Jouef 2-car DMU.

Suitable aircraft were more of a problem, and here modeller's licence came into play. I was offered Airfix kits for Bristol Superfreighter and DH Heron, but at 1/72 scale these would be visibly over-size in HO. The same firm's BAC 111 unfortunately erred too far in the opposite direction at 1/144, even if placed in the background for perspective effect. I settled for a 1/96 Caravelle airliner which my brother had assembled from a Frog kit in the late 1950s and which had been in the loft ever since; its hour has at last come. Placed to the rear of the track, it does not appear grossly out of scale despite being surrounded by HO people. We have no evidence of a Caravelle ever having visited Le Touquet, but the visual pun of its meeting the 'Caravelle' railcar was irresistible (though it has to be explained to those unfamiliar with French railway-speak!). Revell make light aircraft in 1/87 scale; from an aerodrome set I picked a twin-engined job which purports to be a Piper Seneca. It is far from accurate, but gives a fair impression in context. It would have been appropriate to model Mike and Jenny's Cherokee G-BBID but time ran out.

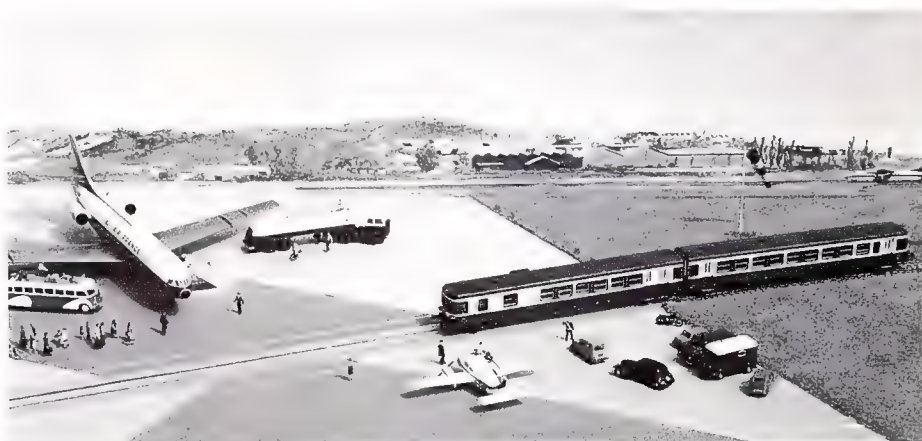
A hasty respray of a Lima tanker lorry, with Carpena wagon decals, produced the Total refueller: it's a good deal bigger than the one currently in use at Le Touquet but we assume the Caravelle needs to uplift a full load of kerosene. The windsock is a paper and wire concoction; the boarding stairs are from plasticard with Air France decals left from another Airfix kit (never throw anything away). Figures, including the man-on-a-bike, are mainly Preiser and MKD. The crocodile of passengers (apparently carrying far more than

their officially-permitted hand baggage) are escorted out by a French *contractuelle* (Traffic Warden) unexpectedly promoted to air hostess, and the flight crew began their careers as *chefs de gare*. There are probably more road vehicles on the tarmac than would have been there in real life, and the two policemen — one halting traffic — represent much higher-profile security than one normally encounters on provincial French airfields, but I have tried to suggest a scene of activity although nothing moves.

I spent a pouring wet Saturday happily painting the backscene. My theory of scene painting has been aired elsewhere: impressionistic blocks of colour, no converging perspective lines, plenty of trees to mask sudden changes of 'subject'. I worked from Mike's photos but squeezed what was virtually a 180° panorama in order to include what I hope are recognisable elements. I was also thinking of the compressed perspective you get when looking through binoculars, scanning an airfield for signs of life. The large grey sheds are, in fact, a boat building yard on the far side of the river which runs beyond the airport boundary. The BIA Herald on the distant runway was painted separately and stuck on after two attempts to get it the right size. If viewers don't see it at first, that's fine: it's part of the visual game I was playing.

'Game' describes it quite well. This was a highly pleasurable exercise in out-of-the-ordinary modelling. It was awarded the winner's plaque at the CMRA Convention and has since appeared on the SNCF Society's exhibition stand, where its subject matter intrigues many visitors.

The SNCF Society caters for modellers of French railways in all scales and enthusiasts of the real thing, whatever the location, gauge or period. For details and a complimentary copy of the Journal, send A5 size s.a.e. (28p stamp) to Andy Hart, 14 Keats Close, Earls Barton, Northampton NN6 0PR.



X4500/4700 arrives with another load of Air France passengers.

Expo 92 Seville

Photographs by courtesy
of Bartolomé Boada

We were interested to receive a selection of photographs of the extensive Gauge 1 model railway which was laid as part of the impressive display on the Expo 92 site in Seville. This is a garden railway on a truly grand scale!

The various structures represent notable Spanish landmarks. The scenery, naturally enough, imitates the real Andalusian landscape, which is very barren, dry, and hot. The temperature can reach over 40°C in the middle of the day, with consequent expansion of the rail. This was a particular consideration when laying the track, which uses PECO Gauge 1 components throughout, on a specially prepared track base.

The trains are automatically controlled — note the relay covers visible on the sleepers in some views, with electrical equipment fitted in the grey cabinets seen in the background. This arrangement presumably permits easy access for maintenance.

The diesel and electric locomotives and multiple units and all the passenger coaches are scale models of genuine Spanish stock, and were hand built especially for this display. Freight stock of typical European outline is largely from commercial sources.

To judge from the emergence and growth of the local magazine *Maquetren*, railway modelling as a hobby seems to be becoming more popular in Spain, and we hope that exposure such as this increases public awareness.



Generic locomotive modelling in Oe

A narrow gauge 'Bi-cabine'

by Christopher Payne

THE COMPAGNIE des Tramways de St Martin, my essay in Oe modelling inspired by French metre gauge (CM April 1992), has recently acquired a new locomotive of the bi-cabine type. The term 'bi-cabine' is used to describe two different styles of steam tramway locomotive: sometimes it refers to a machine with a single all over roof that has controls at both ends¹, and more usually to the type portrayed here in which there is second separate cab built around the smokebox — *une locomotive avec 'deux postes de conduite'*².

Inspiration

This curious but attractive form of locomotive was not at all common in France or elsewhere, being limited (as far as my researches have discovered) to forty machines. These came from four manufacturers and comprised thirty-one metre gauge, eight standard gauge, and one 3'0" gauge (Irish) example, as follows:

(i) Pinguely metre gauge 030T, built 1898 onwards for the Tramways de l'Isère, where they were numbered 1-21.³ Some sources also mention Nos. 31-34 of 1909.⁴ A similar pair of locomotives were supplied to the Chemin de fer Economiques du Nord (Dauphine).⁵

(ii) Tubize/Blanc-Misseron metre gauge 030T, built 1905 for the Chemin de fer Vicinaux du Jura where they ran using their works Nos. 320-323.⁶

(iii) Schneider standard gauge 030T, built 1925/26 for the Compagnie des Chemins de fer Grande Banlieue (Paris) where they carried the Nos. 101-108.⁷

(iv) Hunslet 3'0" gauge 0-4-2T of 1890, for the Tralee and Dingle where it was No. 4.⁸

The model

Despite the French examples being six-coupled, the St Martin model has a four wheel chassis of the type made by Hornby some years ago. This was used for the simple reason that several of these were to hand and it would permit the ability to exchange a standard chassis if it failed (say at an exhibition). A start was made by cutting a footplate from thick plasticard with a suitable aperture to clear the motor and so as to sit level on the chassis block. Above this a box-like structure in plasticard was constructed consisting of two sides (cabs and tank), two full height cab ends (one with access doors to the smokebox marked), and two half height cab inner ends.



Prototype inspiration: six-coupled bi-cabine preserved on the Vivarais. Photo: Jacques Poré.

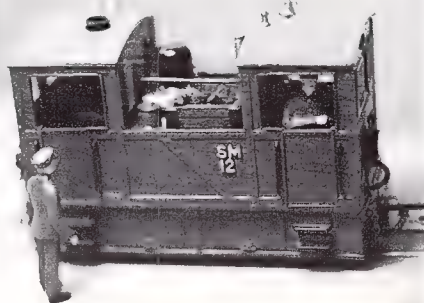
When all this had set square and stable, tramway skirts were added below the footplate with slots to allow the Hornby tension lock couplings (modified for delayed action) to be fitted. Later it proved practical to use the couplings to thus hold the body onto the chassis. The scrap box yielded the body of a Fleischmann class 89 (the chassis is the powered half of an 030-030T Mallet — but that is

another story) that was cut to provide two sections that cleared the mechanism. The boiler with dome was fitted between the two cab inner ends, with the smokebox and chimney in the forward cab. Tank width was then built up and the whole body detailed with glazed windows, riveted plasticard strips, handrails (brass rod), footsteps, lamp brackets ('L' section plastic), and cab back plate (Kitmaster Italian tank, from the scrap box again).

Forward controls and rodding were added, as were tank fillers, planked coal bunker extensions, and a tool box. Cab roofs, the forward with a hole for the chimney, were fitted with a whistle (ex-Hornby Jinty) and brass bells. The numbers and lettering were from Slaters, the crew a repainted Merten pair, and side chains and vacuum pipes were added front and rear.

The completed model was sprayed in Tamiya Deep Green XF-26 before some of the details were added. When the brasswork, buffer beams, handrails, cab roofs, and coal bunker extension boards had been brush painted, the windows were carefully masked and the model further sprayed with Tamiya Clear X-22 to which a quantity of black had been added.

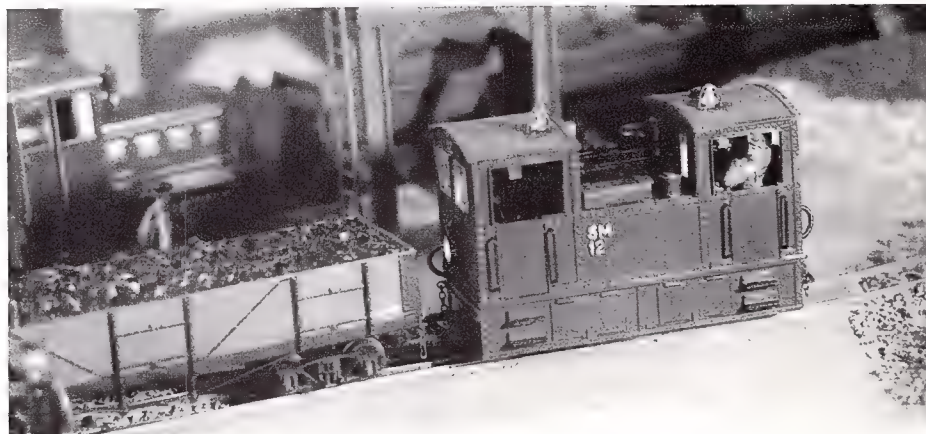
With a well lubricated and maintained chassis the Bi-cabine has now been in service for a couple of months. Despite being "a box with bells on" its charm and specifically French image continue to give great pleasure, and that, for a generic model, is all that is necessary.



Above: the driver of the bi-cabine receives instructions before the day's work; below: leaving the Gare de St. Just with an up coal train. Photos: author.

References

1. Henri Domengie: Les Petits Trains de Jadis — Vol. 8: Ouest de la France; Les Editions du Cabri, Breil-sur-Roya, 1990; pp.120-121 refers to and illustrates Blanc-Misseron locomotives of the 600mm gauge Société des Chemins de fer du Calvados 030T No. 223 (1899), 030T No. 231 (1900), 230T No. 102 (1902) and 031T No. 301 or 303 (1913).
2. Henri Domengie: Les Petits Trains de Jadis — Vol. 6: Sud-Est de la France; Les Editions du Cabri, Breil-sur-Roya, 1985; p.67.
3. G. E. Baddely: The Continental Steam Tram; LRTA, London, 1980; p.55. Domengie (Vol. 6) confirms with photographs on pp.135, 137 and 138.
4. Listed only Domengie (Vol. 6), p.138.
5. Baddely p. 50 lists Nos. 51 and 52. Domengie (Vol. 6) pp.134-135 only refers to one locomotive, No. 51.
6. Baddely p.56, and photograph on p.75. Domengie (Vol. 6) p.67.
7. Baddely p.63.
8. This locomotive was scrapped in 1907, and the Tralee and Dingle re-allocated the No. 4. There is a photograph in David Rowlands: The Tralee and Dingle Railway; Bradford Barton (now out of print). A drawing appeared in No. 74 of *Narrow Lines*, the Journal of the 7mm Narrow Gauge Association.



Christopher Payne's Gare de St. Just will be among the layouts on show at Expo NG at Greenwich on Saturday 7th November. See Scrapbox for details.

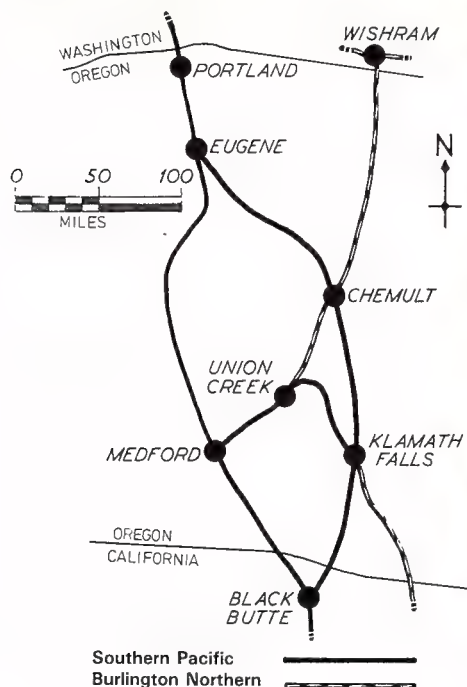
Railfanning at Union Creek

by Nick Palette

Photographs by the author

UNION CREEK is a small town on Highway 62 in Oregon. It is located in the Rogue River National Forest a few miles from Crater Lake National Park, and as a result is a popular spot for tourists, campers and hunters.

It is also about the mid point on a Southern-Pacific secondary line which runs from Medford, on SP's Siskyou line, to Klamath Falls, on SP's Cascade main line. The SP is not the only railroad in town. The Burlington Northern shares the SP line to the northeast for the first five miles before leaving the SP line, which continues east to Klamath Falls, to continue in a northeast direction to join the Cascade line further north at Chemult, and the BN line from Wishram, Wash.



Traffic over the line is relatively light, comprising a daily through freight each way between Medford and Klamath Falls, and a daily BN freight from Wishram which returns later the same day. However, extras are run, depending on the level of business. Although the number of through trains is low, because of its location as the junction between the SP and BN routes, and due to the local industries, the yard limits can get quite busy. Added to this is the steep 2% grade from Union Creek to the junction and the need for helpers on most eastbound trains and their balancing light engine movements.

Back in 1984, I spent the day watching and photographing the action at Union Creek. The BN was still occasionally using ageing F units on secondary routes and there was still the chance that you might be lucky and find them heading the daily train into Union Creek.

Union Creek does exist and it is in Oregon, but, unfortunately, there is no SP rail route in the real Union Creek. The railroad shown in the photos is a 12' x 8' HO scale layout located in my garage. It provides an ideal opportunity to combine my interest in the Southern Pacific railroad with my hobby of photography.



07:45. The day begins with the preparation of SW1500 switcher 2614. Her job will be to collect cars from the local industries for dispatch later in the day.



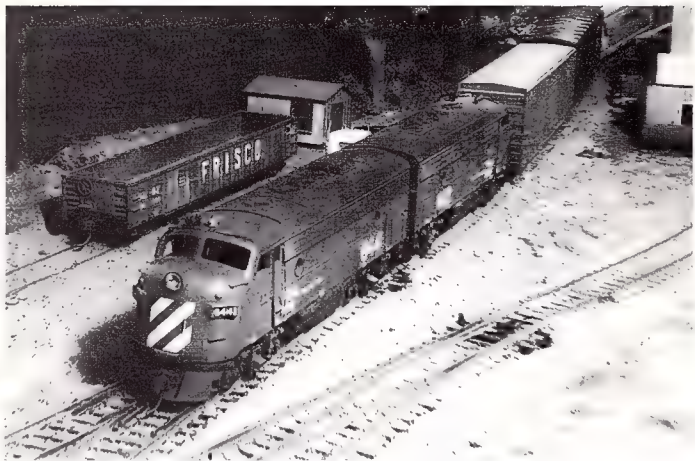
09:30. One of the cars to be blocked for a through train is this Georgia Pacific car at Aztec Furniture.



11:05. The first through train arrives at Union Creek. Coded KFMEM (Klamath Falls — Medford), it is entrusted to SD9E 4326.



11:10. 2614 adds cars to the westbound train and detaches those for Union Creek; 4326 moves to the service track.



11:55. BN train from Wishram arrives at Union Creek: we're in luck, for it's hauled by F7s 644 and 682.



12:30. The BN turn doesn't stay in town long, just enough for the locos (and crew) to be replenished.



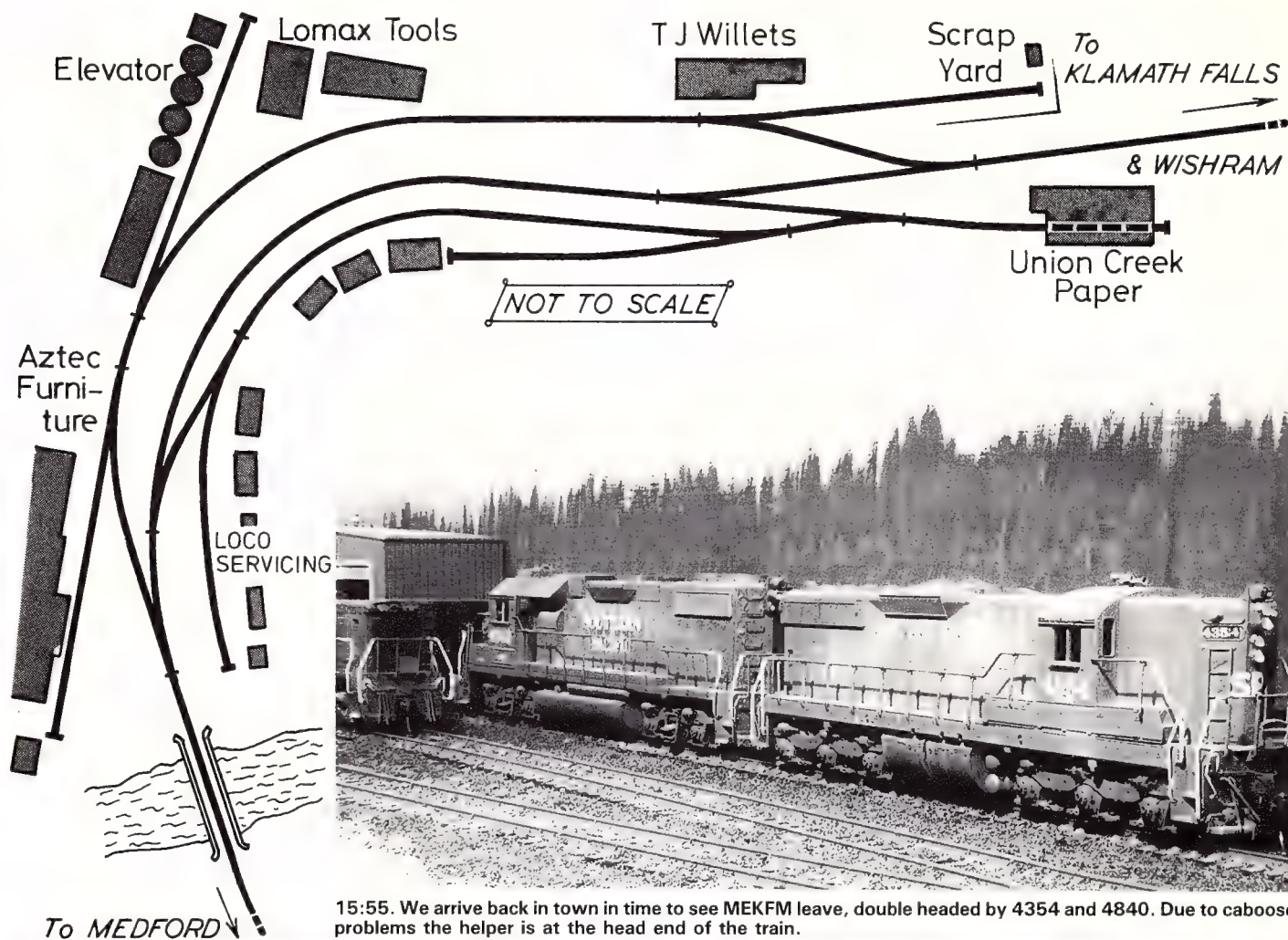
13:50. The return to Wishram has the two F7s straining hard on the 2% grade out of Union Creek.



13:52. The BN train is assisted by SP GP38-2 4840, whose cab is best placed for tackling the return trip downgrade light engine.



15:35. The daily eastbound Medford-Klamath Falls train (MEKFM) has another SD9E, 4354, in charge.



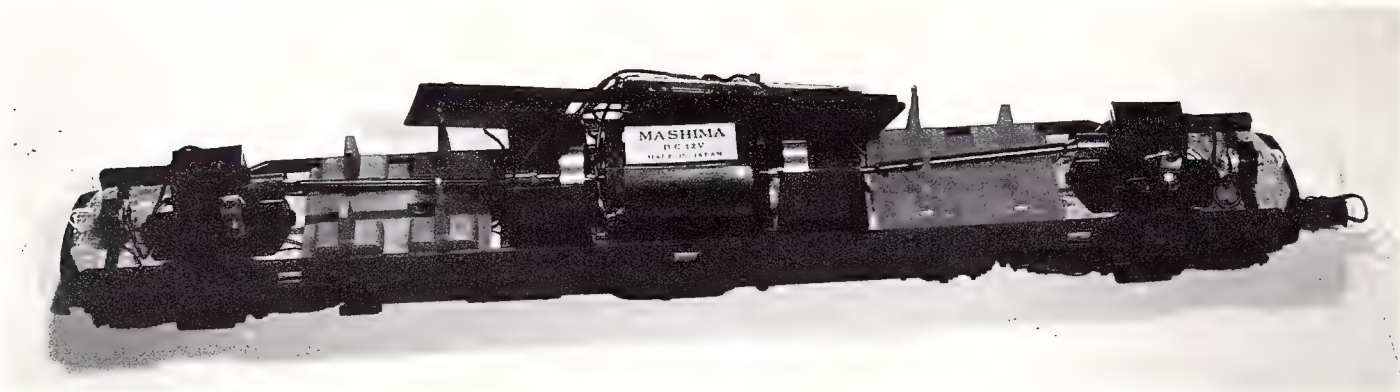
18:25. 2614 has nearly finished for the day. Here she delivers a boxcar to Union Creek Paper before running back to the service track.



Union Creek is a colourful place to view trains, and no more so than at 16:35 when an unexpected westbound extra arrived in the capable hands of UP SD40-2 3713.



Switcher 2614 bustles about with the regularly busy freight traffic at Union Creek. 4840 awaits her next helper assignment.



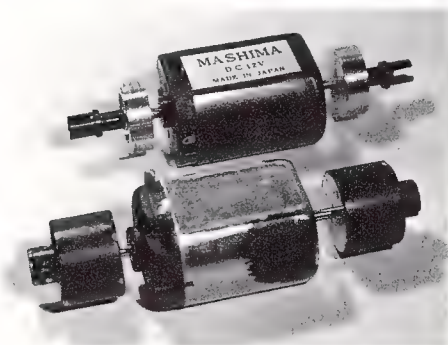
The works, as fitted to the Lima SBB RBe4/4. Both photographs this page: author.

Improved performance for HO scale locos Re-motoring a Lima chassiss

by Piet Peetoom

Photographs as credited

A LOT of continental Lima locos, EMUs or DMUs now have new drive systems using can motors and universal joints instead of the old Ringfield motors. As well as an improvement to the drive, they also improved the bodies, resulting in very good looking and better running rolling stock. A friend of mine still wasn't satisfied with the running properties; in his opinion the drive system still made too much noise, especially at higher speeds, both with the use of normal control transformers and with the electronic controllers (pulse width modulation), so he asked me to improve the running properties of his Lima Swiss RBe4/4.



At that time I had some Mashima motors, but unfortunately not the size I needed for the RBe4/4. Branchlines of Exeter (usual disclaimer) were able to provide me with the 5-pole skewed armature can motor that I needed and that fitted almost perfectly in the cradle for the Lima 3-pole motor. I had to turn bearing adaptors to bring one bearing to the proper outside measurement, so the motor would click into the retainers of the cradle, and then the motor sat perfectly in its cradle.

My Lima flywheels were not centrally bored — otherwise their dimensions could have been noted and the flywheels reused. Hopefully other RBe4/4s are correct in this respect.

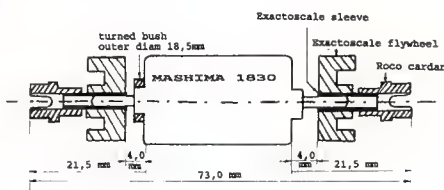
Two flywheels

Now I had to add flywheels and cardan couplings to make the connection from the motor to the bogie. At a swapmeet I found some Roco universal couplings (cardans).

I drilled the axle holes of the cardans to 2.35mm (almost $\frac{3}{32}$ ").

On each side of the motor shaft I fixed an Exactoscale sleeve with Loctite nut retainer. On the sleeves two Exactoscale flywheels were fixed

with nut retainer. The universal couplings were pressed onto the axles to the proper dimensions (see sketch).

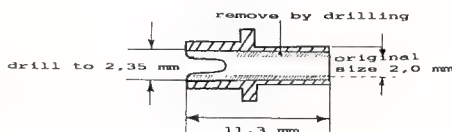


All looked good and my knees were trembling; would the unit do what I hoped it would do (quiet smooth running) or would the transmission in the bogies disturb my night-time rest by making a lot of noise? I soldered the leads to the motor, placed the EMU on the track and carefully 'opened' the transformer.

What was wrong? I did not hear a thing. But when I looked closer, I saw that the unit **was** moving.

As we say in Holland: "I was falling off my chair with astonishment!"

The thing went perfectly. At top speed I heard some rattling, which was taken away by placing a small piece of double-sided tape (1mm thickness) on the bottom of the cradle, on which the motor was pressed when replacing it in the cradle.



On curves the rattling persisted. By milling the female part of the cardan at the opening (see sketch) at 45° angle the problem was cured on curves larger than 42cm radius. The rattling persisted on sharper curves, so I made tiny 0.25mm thick washers to fill the space between ball and socket. The washers are made from plasticard drilled 0.9mm and trimmed to shape.

Now it ran perfectly, and I had a very grateful friend!

With the unit I could achieve a scale speed (HO) of 0.2mph with a pulse-width controller; with a normal transformer I reached a minimum speed of 3mph.

Four flywheels

I wondered if the properties would be better if I used bigger flywheels, so I started to make a unit with four Exactoscale flywheels, two on each side of the motor, based on the same principle. It was a lot more difficult fixing that unit in the cradle, as the flywheels easily fouled the moulding. However, after some time and tweaking everything was running freely.

Because of the success with two flywheels I expected a perfect running unit again, but when testing it on the track I was disappointed.

The noise was back again, almost to the same level as the original Lima motor.

What I gained was that the speed decreased a little and the run-out properties (free running after switching off the power) increased a lot.

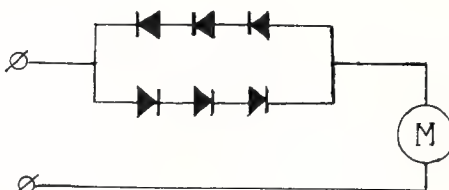
I had to decide whether to keep it the way it was now, or to bring it back to the 2-flywheel variant.

After some inspection and testing I came to the conclusion that the problems I met might have been caused by the motor shafts being too short to accept four flywheels, or the weight of the flywheels was too far from the bearings, or both.

Some day I will try again, when I can get hold of a Mashima with longer shafts, or other components; the run-out properties were marvellous. However, for now I decided to bring the unit back to the 2-flywheel variant.

Bringing down the speed

To bring down the speed, as top speed with the Mashima is higher than with the original motor, I tried an old trick with diodes.



I took six diodes and soldered them in sets of three in an anti-parallel arrangement (see sketch), thus taking away 3 times 0.7 volts or 2.1 volts per direction. In this way I could bring the speed back to the original speed, although the unit started to move at a higher voltage.

The pulling power did not suffer due to the diodes; the pulling power is limited by slipping properties of the wheels (which are not provided with friction tyres).

Results

In the table the results are given of all my 'trial & error' (or was it trial and horror?) experiments.

Other measurements

Other measurements have been done too, like current consumption, pulling power, etc. The values found for the original Lima are given in brackets.

motor with flywheels, out of chassis, max power: 40mA (80mA)
 motor with flywheels, out of chassis, running-out time: 8 sec (2 sec)
 current consumption: in unit during free run (no coaches): 120mA (n.m.)
 while slipping on own weight (against buffer stop): 400mA (400mA)
 pulling power on coupling hook at moment of slipping: 80 gr (n.m.)
 with 250 gr (grams) additional weight: 110 gr (n.m.)

Conclusion

In my opinion the gains in running properties of the 2-flywheel variant are so high that I personally would accept the slightly lesser run out.

The pulling power is the same as the EMU with the original motor; additional weight improves the pulling power in both cases.

I don't think that extra weight is necessary to pull one (or a few) coach(es).

If the higher speed of the altered unit is a problem, it can be brought down with diodes, thus offering new possibilities like switching the lights for the driving direction when the unit is still stationary — a nice job for electronics freaks!

GM&S (Godfather Models & Supply) in the Netherlands are going to use this example as the basis of a range of replacement units in easy to assemble kit form for a lot of Lima DMU's, EMU's and electric and diesel locos (German, Austrian, Swiss, etc.) with the new Lima drive system. These kits will also be available in Britain, and will be marketed by Branchlines of Exeter.

motor type	MASHIMA 1830						LIMA	
flywheels	2		4		4 + diodes		original	
power	12V	15V	12V	15V	12V	15V	12V	15V
max. speed km/h	197	258	182	250	154	200	154	182
run out* cm	17	22	?	50	24	36	?	26
noise	super low	very low	norm. level	like LIMA	norm. level	less than LIMA	noisy	noisy
min. speed in km/h			about same as 2 flywheels		10 6		not measured	
†norm tr.	21							
‡1/2 wave	1							
§ pulse	0.3				not measured			

* run out=distance at max. speed after switching power off

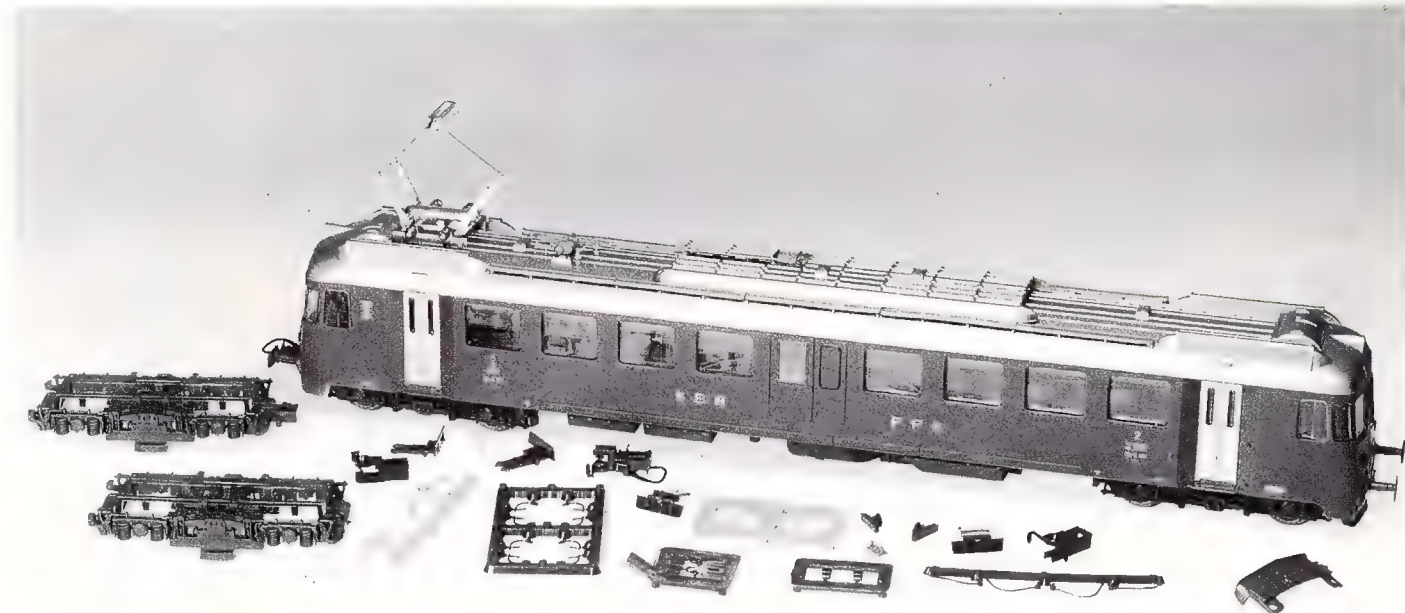
† norm. tr=normal transformer/rectifier

‡ 1/2 wave=half wave transformer

§ pulse=pulse width modulated electronic controller



Prototype RBe4/4 No. 1417 at Basel, late on 21 September 1987. Photograph: Colin Boocock.



The case for treatment, as reviewed in our August '91 edition. Photograph: PECO Studio.





Frank Hornby visited Luxembourg, to record motive power of the Grand Duchy's railways (CFL).
Left: Co-Co No. 1602, similar to the Danish MYs (see Mikael Hansen's article elsewhere in this issue) and Belgian Class 52s. *Below left:* Co-Co No. 1812 outside the Luxembourg roundhouse; units are similar to SNCB 55s. This picture shows car 217 of DMU 2-car set 207/217. *Below:* mixed traffic Bo-Bo No. 911 shunts empty French Corails at Luxembourg Gare Centrale.

M
92



Tales of the Via Mala Shunting Wegerhaus

by Mike Polglaze

SINCE BEING built the Wegerhaus siding has become one of the most popular features on Via Mala with the watching public, but not so with the operators. The appearance of the card in the sequence timetable saying 'Shunt Wegerhaus' has an immediate magical effect on the operator, such as "I must dash off, can you take over?" or "Oh! Dear! I have got to shunt the milk" (or words to that effect). It's a funny thing: at exhibitions we normally change crews every hour, yet whenever coming on to relieve the 'country' end the next card in the sequence always says 'Shunt Wegerhaus', even though the sequence takes 1½ hours to work through!

Why all this fuss, you may well ask, and quite rightly so. The fact that all the operator has to do is leave a train standing on a 1 in 25 gradient without a loco might just have something to do with it. Holding the train is done by means of a 'brake', described in CM May 91, which consists of a brass rod attached to a point motor mounted under the track, which pops up through a hole between the rails and allows an axle to rest against it so holding the weight of the train. Quite simple; or is it?

The train, or front portion of it, always runs with the same formation: Crocodile 411, a coach, two Cargo Domizil vans and a brown Gk-v van. Behind these comes the rest of the train. The idea is to stop the centre of the Gk-v by a certain overhead mast. It should be remembered that once the train arrives the operator cannot see the 'brake' as it is under the train, but its position is marked by a PW man in bright orange overalls. To assist in lining up, the Gk-v has a mark on its roof painted to resemble a roof repair. Once marker and mast are correctly lined up the 'brake on' button on the local Wegerhaus panel is pressed and the train eased very gently backwards until

the rear axle of the Gk-v comes to rest against the 'brake'. This automatically lines up the couplings over the uncoupling ramp which is then operated from the local panel, and the loco moves off with the front portion leaving the Gk-v and rest of the train standing on the gradient. The siding point is operated from the main (Rongellen) panel, usually by the other operator on request. Having attached or detached the Cargo Domizil vans at the siding, where the uncoupling ramp is marked by a car, the loco and front portion return to collect the rest of the train, again a very gentle movement. Before releasing the 'brake' a 'brake test' is made. This involves moving the train forward very slowly until the Gk-V moves, indicating that the coupling has been made. As soon as it does the 'brake off' button is pressed and the train continues its trip to Rongellen.

Because this operation takes place on a sharp curve, as well as the gradient, all vehicles involved have had their Bemo coupling loops replaced with Kleinbahn ones which have a wider loop but fit over the Bemo stem.

So, that is what should happen but things can go wrong. If the Gk-v is stopped a bit too far forward the 'brake' comes up and either hits the axle or the rear coupling. In either case the end result is the same: the train uncouples and runs away down the spiral. On a good day it can reach the hidden sidings but the usual place for stopping is right across the level crossing with the barriers up! The 'brake' has to be released and the front portion rolled slowly down the grade to collect the rear portion, the operator hoping that no one has noticed — some hope! The re-assembled train is then brought up the bank to start again. Of course there is never a spare operator around to assist by keeping watch whilst the second attempt is

made. He's either developed a sudden yen for a cup of coffee or is rolling around the floor, helpless with laughter.

Should the Gk-v be stopped short the 'brake' will come on but when easing back the van's front axle will come to rest against the 'brake', so the couplings are not over the uncoupling ramp. A bit of to-ing and fro-ing is then undertaken before a successful uncoupling is made or missed, as the case may be. Another pitfall awaiting the operator is when all goes well until he returns the train to collect the rear portion. Being so pleased with his shunting so far he couples up, does the 'brake test' and immediately opens the controller. The loco goes off and so do the wagons — onto their sides. Who forgot to release the 'brake'?

The word gently has been used a lot in the above, not without good reason, in particular when reversing. Hit the train too hard and the Gk-v will ride up on the 'brake' and uncouple from the rest of the train and another runaway is sure to follow.

Of course, we could do what most real Swiss railways do. They put wagons to be detached at the rear of the train, which makes shunting much easier, but would take the fun out of the operation. All who manage to shunt Wegerhaus without any problems are awarded a Certificate of Merit which states that they have successfully shunted the siding without runaway or derailment — at least none that were seen by other operators!

If you would like to watch the operators of Via Mala undergoing the ordeal of shunting the Wegerhaus siding, the layout is due to be exhibited at Basingstoke on November 7th/8th and Wakefield on November 28th/29th.



The Wegerhaus brake 'off' and 'on', with PW man marking the position: the Gk-v must be carefully aligned with the catenary mast.

A new steam rack loco for tourist service Brien Rothorn Bahn H2/3 No. 12

by Guy Driffield

Photographs by Douglas Hughes

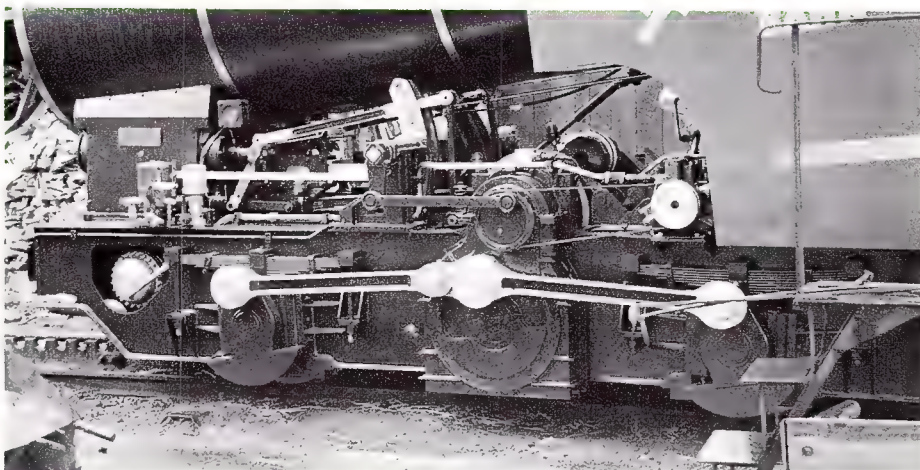
FOLLOWING the granting of a concession in 1889, a rack railway was constructed to the summit of the Brienzer Rothorn, where the cantons of Berne, Lucerne, and Obwalden meet. The 800mm gauge line was opened on 17th June 1892, with four steam locos, two closed passenger coaches, two open coaches, and two goods wagons. The line flourished, and in 1912 acquired a further steam loco from the Wengern Alp Bahn, which like so many Swiss mountain lines had been electrified.

On account of the First World War, services were suspended in August 1914, and were not resumed until some fourteen years later, following extensive necessary maintenance work. Although many other lines had been electrified in the meanwhile, and steam traction was now thought antiquated, further steam locos (Nos. 6 and 7) were placed in service in 1933 and 1936 respectively.

By the early 70's it became clear that a full steam service was too expensive to maintain, and in 1972 a diesel loco (No. 8) was acquired along with the first of a series of lightweight coaches. A new depot was built to house these additions to stock, and two further diesels (Nos. 9 and 10) followed in 1975. For the 1987 season diesel No. 11 entered service, and No. 8 was relegated to work trains.

The use of a mix of steam and diesel power proved successful and enabled the line to thrive. When it became apparent that more motive power was needed, it was recognised that the steam locos, once thought out-of-date, had become a significant part of the line's appeal to visitors.

It was therefore necessary to convince the Swiss Locomotive & Machine Works (SLM) in Winterthur, the only remaining manufacturer



Close-up of the new locomotive's running gear.

of rack railway locomotives, to revive production of steam engines which had ceased some 40 years previously. Together with the BRB, the Austrian state railways (ÖBB), who still operate the Schneeberg and Schafberg lines with steam, and the Montreux-Glion-Rochers de Naye (MGN) agreed to order one prototype each, with options on a series production of 12 units.

So it was that exactly one hundred years after opening, on 17th June 1992, the Brien Rothorn line officially placed a brand new steam loco in service.

The power source may be traditional, but many of the features are right up-to-date. Bearing in mind the tourist nature of the undertaking, it was necessary to retain the appearance of a conventional steam loco, but with the efficiency of a modern machine. To be economically viable, the railway must convey more passengers per train with fewer staff. The aim was to have a crew of two (driver and guard) to transport 120 people, compared to three staff

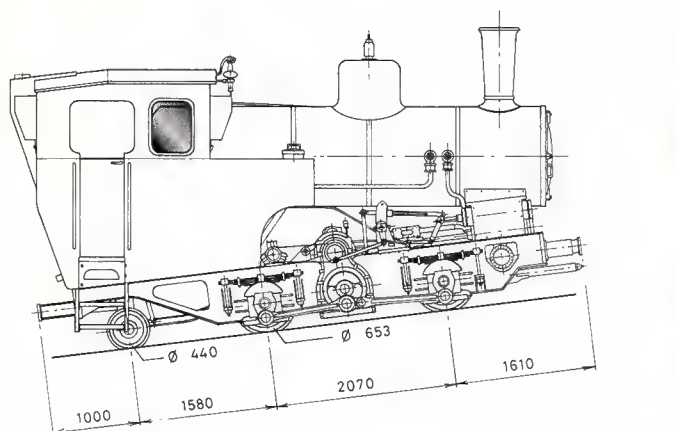
(the above plus a fireman) moving 60-80 passengers. To achieve this, the loco had to be one-man operated, which meant oil firing. Extra light heating oil is employed, in a new system developed for maximum efficiency and controlled exhaust emission. Enthusiasts and photographers who regret the lack of the familiar plume of smoke may be consoled to know that future conversion to coal firing has been provided for: a flexibility of fuel that a diesel cannot match.

To offer availability on a par with diesel and electric locos, the thermal insulation of the boiler was carefully designed, enabling the unit to retain heat overnight, and the loco also features electric pre-heating to reduce slow and costly lighting-up time. More even temperatures also offer a reduction of thermal stresses with consequent reduced maintenance and increased life expectancy. Another benefit is that the railway can respond quickly to passenger demand, which can change rapidly according to the unpredictable mountain weather! The loco can be made ready for use in about ten minutes.

For the first time on a steam loco, electronic vigilance controls which can automatically brake the train are fitted to ensure the absolute safety of the one-man operation. The loco has two independent mechanical braking systems, plus a counter-pressure brake for optimum efficiency and minimum wear.

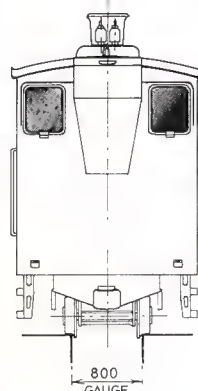
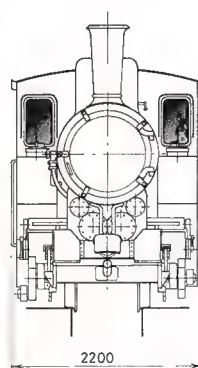
Attention has been paid to keeping weight down, with regard both to energy efficiency and the permitted maximum loads on the BRB track. The loco is of all welded construction, and ease of access for inspection and maintenance were also important considerations.

This forerunner of a new generation of motive power proves that, for tourist operations at least, steam has an assured future.



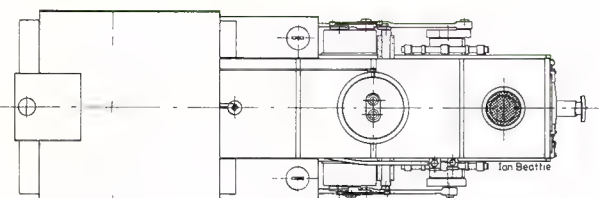
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SCALE

Ian Beattie's drawing is reproduced to HO scale.



Specifications

Length over buffers: 6260mm
Overall width: 2200mm
Overall height: 3200mm
Cogwheel diameter: 573mm
Carrying wheel diameter: 653mm
Pony wheel diameter: 440mm
Wheelbase, total: 3650mm
Wheelbase, fixed: 2070mm
Boiler operating pressure: 16/18 bar
Cylinder diameter: 280mm
Stroke: 400mm
Gear ratio: 1:2.3
Weight: 16t
Load capacity: 17t





The superbly restored MY No. 1101 seen outside København works in August 1988. Photograph: Colin Boocock.



BRB No. 12 captured after working a PW train to Planalp on 12 June, five days before its official debut.

An influential diesel design

The Danish MY class

by J. Mikael Hansen

Photographs as credited



MYs at Århus depot in September 1980. 1111 wears the old colours, whilst her sister carries the modern livery. Photograph: Frank Hornby.

IMMEDIATELY after the Second World War, it was painfully obvious to the Danish State Railways (DSB) that the locomotive roster needed modernisation. The wish on the part of the engineering department to phase out steam had been indicated as early as the mid-1930s with the construction of a fleet of Litra MO diesel railcars and the so called *Lyntog* (Lightning) multiple unit high speed train. Moreover, no new steam locomotive design had emerged from the drawing boards since the Litra S of 1927. The few steam locomotives that had been added to the roster since then were either purchased secondhand (Litras T and N) or rebuilds (Litra PR), both clearly temporary solutions while awaiting the normal availability of raw materials.

The DSB therefore dispatched engineers to shop around for a suitable diesel locomotive type. When they visited the General Motors Electro Motive Division (EMD) plant at La Grange, Illinois, they waxed enthusiastic to the point of ecstasy. The result was a DSB/EMD partnership that was to influence the dieselisation process of many Continental European countries.

Electro Motive Division

Since the early 1930s, EMD had been turning out some highly successful diesel locomotives. The engine developed for the famous F3 cab locomotive found its way into boats as well, and during the war it powered submarines and other light craft of the US Navy. By the end of the war, EMD had an engine that was developed to perfection, and had signed agreements with NOHAB of Sweden and AFB of Belgium with a view to utilising it in the European market. So sure was EMD of the future of diesel traction that its board of directors had a clause

included in the peace treaty with Germany prohibiting German production of diesel-electric locomotives. This, incidentally, is the reason why all German diesel locomotives produced until the middle 1970s were of the diesel-hydraulic variety. Of course, the Germans got their own back when the Southern Pacific and Denver & Rio Grande Western railroads experimented with Krauss-Maffei built multiple unit trains during the late 1950s, but that's another story.

It is uncertain whether DSB officials ever saw the EMD advertisement of the late 1940s according to which all of the US railroads could scrap their steam locomotives, dieselise

completely, and still have enough steel left over to build ten Midway-class aircraft carriers. Far better documented are their own just as legitimate considerations. Their conclusion was this: coal is basically an ineffective fuel. Not only that, but it had to be imported at great expense. So did diesel fuel, of course, but the diesel engine uses oil so much more economically than a steam locomotive uses coal. Electrification was the thing at the time throughout Europe and the rest of Scandinavia. However, that energy had to be imported too, and the cost of the additional hardware connected with electrification made that particular course of action a non-option. There were, then, very few serious arguments against substituting steam with diesel power on the DSB. And clearly, no one in the world did that better than EMD.

And so, while the Royal Danish Navy never got any Midway-class aircraft carriers, the DSB went ahead and dieselised.

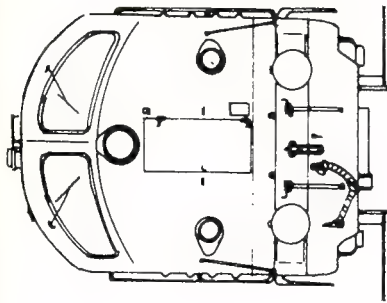
A locomotive is born

The EMD F3 locomotive could not just be imported as it was to run on Danish track. The US loading gauge is larger, weight distribution is different and the DSB needed locomotives with cabs at both ends. The DSB engineering department therefore designed a whole new locomotive to be equipped with the EMD type 567B 1700hp engine, as delivered under licence by NOHAB. Six of the resulting locomotives were originally ordered, although two were subsequently cancelled (from reasons explained later). They were designated Litra MY and numbered in the 1100's, starting with No. 1101, which was delivered for trial runs in 1954.

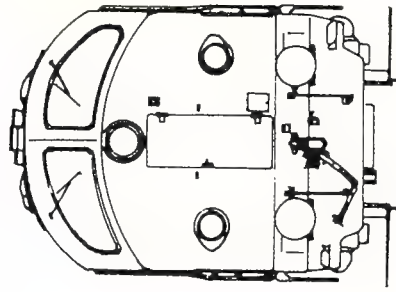
The advantages of the diesel-electric loco are,



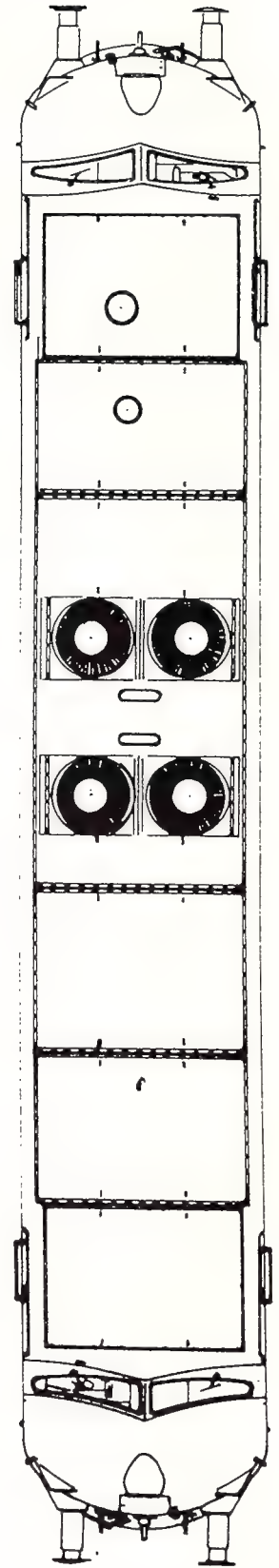
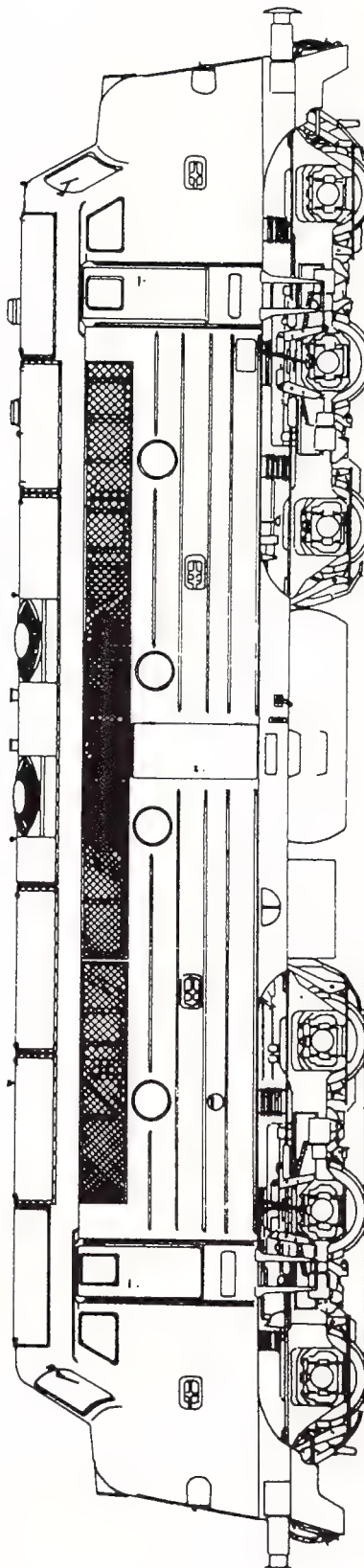
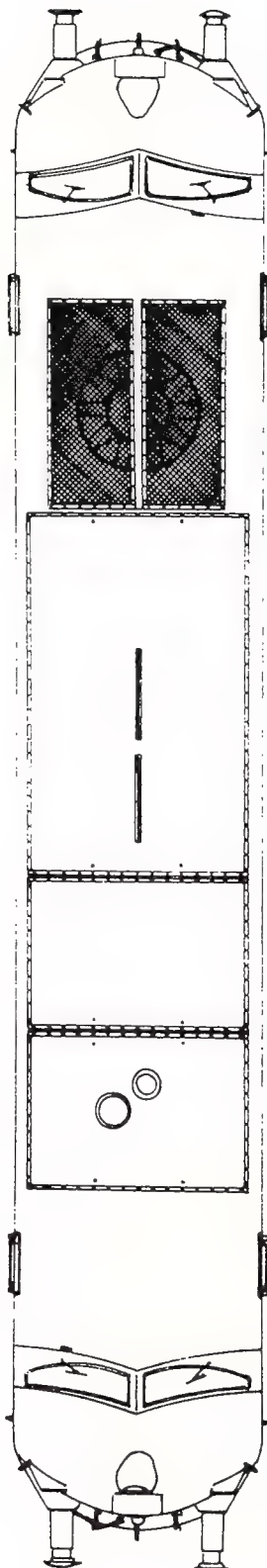
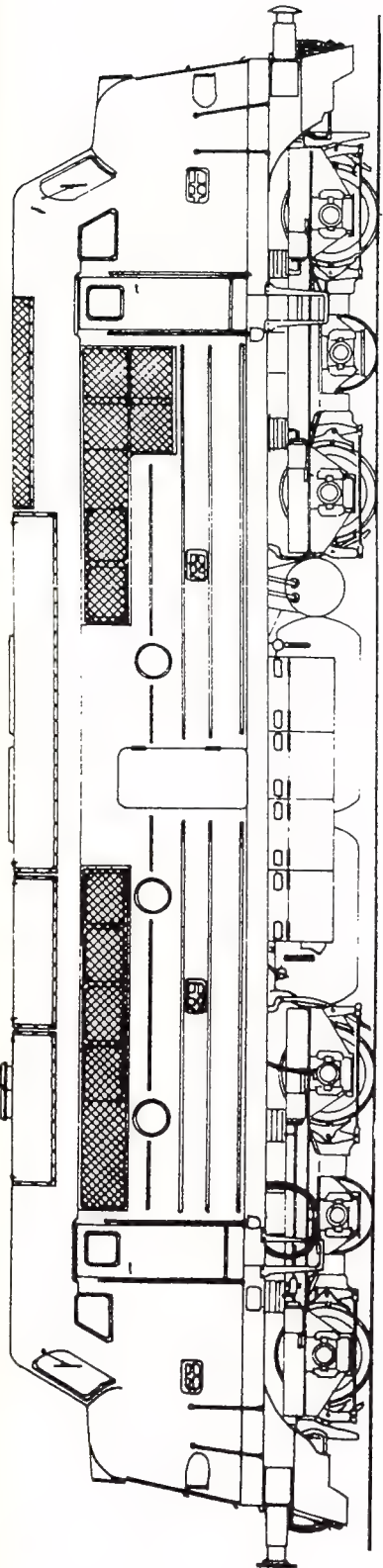
Close-up of a classic front end.



DSB litra Mx
1962



DSB litra My
1954





The light version of the MY is the MX: No. 1014 awaits her next turn at København Ost, August 1988. Photograph: Colin Boocock.

of course, enormous. Mechanical transmission is only suitable for smaller railcars and shunters. Diesel-electric transmission means that the diesel engine runs a generator which in turn delivers electricity to the motors. In the case of the A1A-A1A Litra MY each bogie has three axles, the outer two of which are powered. The middle axle is idle and its function is to diminish weight concentration. The locomotive starts with resistors between generator and motors. Until about 50km/h the motors are connected in series, in two groups of two, so that they share the electric power and only run at half speed. Beyond the 50km/h mark, they are automatically recoupled in a parallel arrangement. This form of transmission is fairly heavy, but it is practically indestructible as there is little wear and tear on the engine itself

because of the absence of any mechanical connection between engine and wheels, and the locomotive starts smoothly with no bumps or jerks.

As for the rest of the locomotive, that is, the body shell and cab interiors, certain differences from the American design were required. Buffers and three link couplings go without saying, but added to this was the requirement for three headlights instead of the single EMD headlight on the F3. Until this time the DSB had used two lights, one centrally placed on top of the smokebox/cab roof, and one on the buffer beam behind the right hand buffer. However, with much increased interchange traffic envisaged with Germany, the DSB elected to adopt the German three-headlight system, starting with these new diesel locomotives.

A novel idea at the time was also that locomotive crews were asked for opinions and advice during the laying out of the cab. Curiously, EMD's engineer-in-charge of the project was Danish born. This was a great help, as few Continental Europeans spoke English at the time.

Trial runs proved very successful indeed. Tonnages were no higher than the steam-hauled equivalents, but running time was considerably improved, particularly acceleration time. On one well-documented occasion this particular improvement nearly cost a guard his job. Used as he was to steam-hauled trains, he stood on the platform and whistled *go*, then resumed his chat with the station master as he was wont to do. As he was about to jump aboard his train he discovered that it was already so far down the track that he couldn't catch up with it. He had to call the next station down the line and have them hold the train while he raced after it in a taxi!

Naturally, there were other advantages. Turn-around was easy, of course; a diesel with a cab at either end requires none. And the crews sat in far greater comfort and security than any steam locomotive could offer. A medium-sized DSB steam locomotive such as the ubiquitous Litra D required the fireman to shovel a tonne of coal into the firebox every hour, all the while breathing coal dust and sweating in front and freezing at the back. In the diesel locomotive cab, by contrast, he literally only came along for the ride, sitting down all the way out of reach of inclement weather.

Changes and variations

The DSB took delivery of 59 Litra MY locomotives between 1954 and 1965. During their lives, these machines never changed much. In 1958 they were fitted with yellow blinking lights on the cab sides by which the driver can inform the guard that the signal is clear and he is ready to depart. From 1979 onward, all MYs were fitted with permanent snow ploughs under the buffer beams. In addition, some were fitted with ETH and MU paraphernalia.

As delivered, the MYs were painted in the standard DSB livery: wine red body, grey roof and black chassis. They carried yellow lettering and cream lining. On the cab front was painted the attractive yellow DSB logo depicting a winged wheel under the royal crown. In 1972, however, they were given the DSB 'design' treatment, much to the chagrin of railfans throughout the country. The new livery was red round the cabs and black elsewhere. The much lamented DSB logo disappeared then, and although rumours of its return persist, MY noses today still display a boring 'DSB' in white between the headlights.

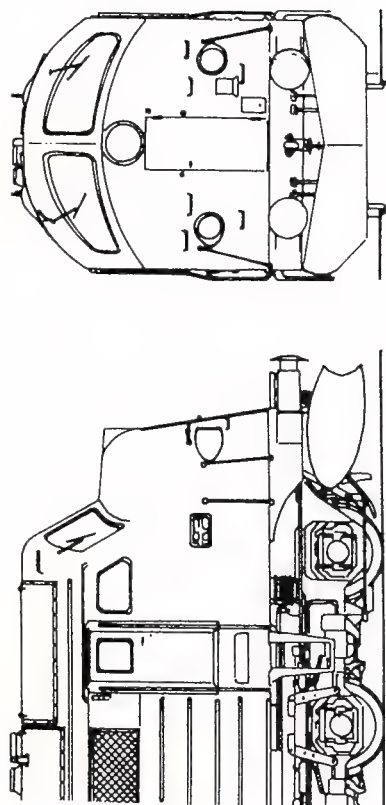
From 1985 the DSB has begun scrapping their MYs. At the time of writing, Litra MY Nos. 1102, 1103, 1109, 1136, 1140 and 1144 are gone. No. 1101 has since been turned over to the DSB museum at Odense and reverted to its original livery.

The family expands — the Litra MX

In order to really make use of this new-found versatility, it was necessary for the DSB to design a lighter version of the Litra MY. Such a locomotive would be able to run on the lightest rail used by the DSB at the time. A good many changes to the original design were made and the 'new' locomotive was designated Litra MX and numbered in the 1000's. Visual changes were: rearrangement of the grilles; smaller idler wheels (again, the middle pair on each bogie); and a curious straight band on the cab front above the buffer beam.

Forty-five machines of this class were delivered from NOHAB between 1960 and 1962. Nos. 1005, 1007-11, 1029 and 1041 are no longer with the DSB. A few have been sold to private railway companies and the rest have been scrapped.

To be continued



MY/MX snowplough details, as at January 1979. All drawings to HO scale.

New South Wales CPH 42ft railmotors and CTH trailers

by Peter Jarvis

Drawing by Greg Edwards

Photographs as credited



CPH railmotor 33 and trailer after rebuilding: note panelled sides, no crownlights, and trailer baggage doors removed. Photo: Greg Edwards collection.

BETWEEN 1919 and 1923 the Department of Railways experimented with railmotors as a means of providing a more cost effective rail service to communities situated on branch lines.

The viability of this type of service was tested on Railmotor No. 1, a converted 1915 Moreland truck which seated 23 passengers and hauled a louvred van capable of carrying 3 tons of parcels. It operated successfully from 1919 to 1924 on the then isolated Lismore branch on the far north coast of the state.

In 1922, suburban end loading passenger car FA1864 was converted into Railmotor No. 2. It carried 53 passengers and, unlike Railmotor No. 1, featured a driver's cabin at each end. It operated services from 1922 to 1924 on the Barraba branch and in 1925 on the Pokataroo branch, both in the north of the state. In 1925 Railmotor No. 2 was converted back to a suburban passenger car and survives to this day in the collection of the Rail Transport Museum at Thirlmere.

The success of Railmotors No. 1 and No. 2 led to the construction of the CPH class of railmotor.

The first unit, Railmotor No. 3, was commissioned for service in late 1923 and by 1930 thirty-seven were operating. Railmotors No. 1 and No. 2 were soon withdrawn after the introduction of the 42 footers, two of the class being numbered 1 and 2 in their place.

The new railmotors were coded CPH but were probably better known by their nickname of 'Tin Hares'. This title was bestowed on them when their speed was likened to the mechanical hare which had just been introduced into greyhound racing.

These railmotors were not expected to be locomotive hauled and had to operate over branch lines which were constructed with light rail and often did not have ballasted sleepers. These requirements meant that the design had to be light and so weight reduction was sought in materials and construction techniques.

Specially selected timbers were used in body construction, while two parallel 'Warren' trusses of welded construction were used as longitudinals in the underframe. Transverse underframe members were welded to the 'Warren' trusses.

The external finish of the body featured tongue and groove boards below the window line, while the interior was tongue and groove timber ceiling with sheeted panelling on the walls. The roof was made from canvas stretched over a timber frame with Navy dressing applied for weatherproofing.

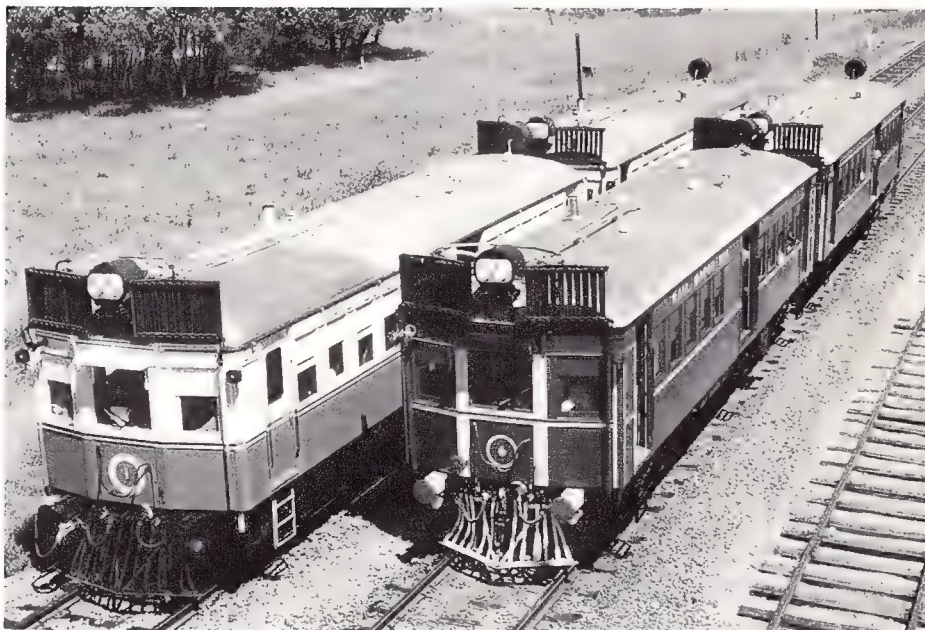
Three internal compartments provided accommodation for 21 first class passengers at one end and 24 second class passengers at the other. The centre compartment was reserved for the guard and any luggage but could seat a further 9 passengers on wooden fold-up seats if required.

A toilet compartment was fitted to the second class end of the guard's compartment. It is interesting that running water was not provided in the original design. Instead a large watering can was filled by the guard from a tank located in his compartment when required.

A driver's cabin was located at each end of the car. This compartment did not extend to the full width of the body and so a passenger seat was placed on each side. These seats were referred to by crews as 'suicide seats' but to the privileged patrons who obtained them, they offered a unique view of both track and driver.

All vehicles started life with petrol engines and radiators mounted below floor level. Bogies were inside framed and featured solid 25" diameter non-driving wheels and solid 32" diameter drivers. These harsh-riding bogies were eventually replaced on CPH 1-32 by a Redfern patterned bogie coded 2QG. This added a 2 ton weight penalty and so CPH 33-37 received bogies similar to their trailers (code 2QO). These bogies were replaced in 1964 by the 2QG style.

The first four CPH's (numbered 3 to 6) had Thornycroft six-cylinder Z6 petrol engines of



Railmotors restored: preserved CPH 6 and 22 in indian red, owned by the Macquarie Valley Museum, meet CPH 1 and 7 of the Rail Motor Society, in green and cream, during a 1983 special bound for Dubbo. Note the modern twin sealed beam headlights. Photo: Grahame Ball.

72hp coupled to a four-speed gearbox. These engines were originally crank started but were soon converted to electric starting, to the relief of the crew.

The remaining 33 CPH's were commissioned with 95hp Leyland six-cylinder petrol engines and four-speed gearboxes.

In 1935, a 150hp Leyland petrol engine driving a 'Torcon' torque converter was tested in CPH No. 3. Soon numbers 16, 21 and 30 were similarly fitted. An AEC 150hp engine was fitted to numbers 6 and 35 while a Winton engine of 160hp was installed in numbers 25 and 30. The AEC and Winton engines were not successful and so the 150hp Leyland was installed in their place.

During World War 2 gas production units were installed in numbers 6, 15, 21, 23, 30 and 36 in order to conserve fuel. These units were volatile and easily caught fire resulting in five of the CPH's fitted suffering extensive damage.

The ultimate power source for the CPH was successfully tested in number 14 in 1945. It consisted of a GM 6-71 series six-cylinder diesel engine of 165hp with a twin disc torque converter forming a final drive. All surviving CPH's were converted to this installation, the last being completed in 1956.

The introduction of the GM diesel brought about two other significant changes. The first was the requirement for a larger cooling system. This necessitated the relocation of the radiators to the roof at the second class end. Coolant levels are kept up by the guard who has a coolant tank in his compartment. On request from the driver he operates a hand pump to add the liquid.

The second change was the addition of the various electrical jumpers and air hoses to allow multiple unit working.

In 1963, 14 CPH's had their tongue and grooved boards sheeted over with masonite panelling. But more major renovations commenced in 1966. When completed most of the class had the following features altered: crown lights removed, aluminium torpedo ventilators fitted, new plywood doors with rubber window seals fitted, tiled toilet compartment floor, flushing toilet, gas heating, masonite ceiling and sealed beam headlights. It should be noted that various members of the class did not receive all of these changes.

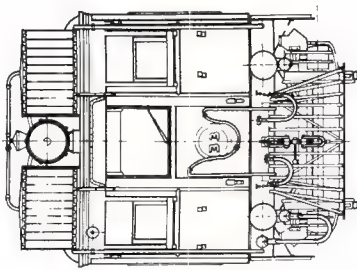
Seating has been altered in some of the class to suit the particular requirements of the area in which they were used. For example CPH 26 has an extended luggage compartment causing a seating alteration to 4 first class and 26 second class passengers.

Of the 37 Tin Hares placed in service, 12 have been written off due to accidents. Fire claimed number 29 in 1936, while numbers 15, 21, 23, 30 and 36 were destroyed by the inevitable fire produced by the gas production units used during World War 2. Numbers 10, 17, 26 and 28 were involved in collisions and written off, while numbers 2 and 20 were combined with the body of 20 being mated to the underframe of 2 to form a new number 2. A shunting accident badly damaged numbers 33 and 35 in 1982 leading to their scrapping in 1983.

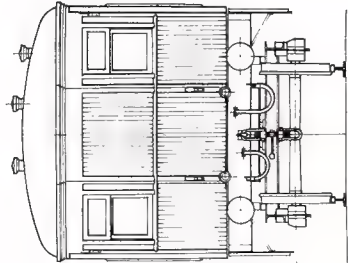
During service the CPH railmotors have carried many varied liveries. When first introduced they were finished in varnished timber, this being replaced by a painted finish of silver with blue lining on some vehicles in the late 1930's. Other members of the class carried a green and cream livery which lasted until World War 2 when the attractive tuscan red and russet livery with buff lining became the standard finish. During the major overhaul of the 1960's a livery of all-over indian red with chrome yellow lining was introduced. Roofing was generally silver or mustard.



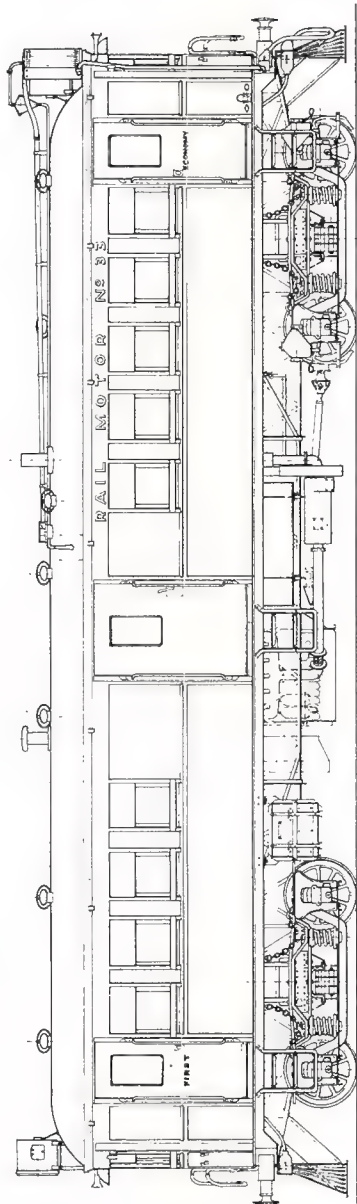
At June, the Riverina railcars in the background have brought passengers going on to southern branch destinations for CPH 3 (still with crownlights) and 27. Note also the mailboxes on the front of CPH 3. Photo: Grahame Ball.



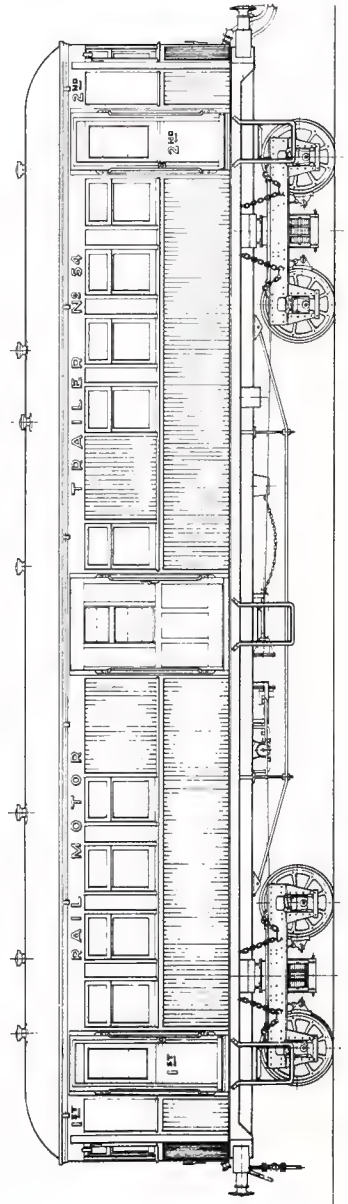
No.1 END CPH rebuilt



No.2 END CTH



RIGHT SIDE ELEVATION - CPH rebuilt



RIGHT SIDE ELEVATION - CTH

Scale of Feet

40

30

20

10

0



CPH 18 (still with crownlights), CTH 51, and CPH 7 form a Riverstone to Richmond service in 1983. Photo: R. D. Love.

As mentioned earlier, the CPH was used on branch lines where a locomotive-hauled service was expensive to run or the line was unsuitable for heavy locomotives. Typical services operated varied from the twice weekly Bungendore to Captains Flat run of 48 miles per trip to the Narrabri to Werris Creek service of 204 miles.

Many Tin Hares were utilised to provide a mail service in the remote country areas. One or two letter boxes were attached to the front of the railmotors for this purpose.

The suitability of the CPH to operate services on the fringe areas of Sydney gave the class more work. Services such as Blacktown to Richmond, Sutherland to Waterfall, and Liverpool to Campbelltown were usually operated by the CPH.

In 1983 the class was withdrawn from country services. They remained in service in the Illawarra area and it was not unusual to see three, four or five CPH's and trailers making up these trains.

The CPH has now been withdrawn from revenue service. Museums and preservation groups have taken all the survivors, some being used as static exhibits while some are kept in trafficable condition and are used on enthusiast tours. CPH 5 is being restored by the Parramatta Park Historical Trust for their line in Sydney's western suburbs. Other groups to have the CPH in their collection include Lachlan Valley Museum, Macquarie Valley Museum, The Railmotor Society, Dorriggo Steam Railway and Museum, and The Rail Transport Museum.

CTH/CTC trailers

To increase the capacity of the CPH service five trailers were constructed during 1927. Construction methods used for these trailers were similar to the CPH except that the Warren truss was replaced by I section beams. Bogies were outside framed, coded 2QO, while power for lighting was provided via jumpers from the parent CPH.

When first placed in service the CPH had to run around its trailer at terminal stations. This proved difficult at some locations and so a driver's compartment was fitted to one end of the trailer along with a cowcatcher and a headlight.

Accommodation was provided for 14 first and 19 second class passengers along with a centrally located luggage/guard's compartment with a capacity for 4.5 tons. Toilet facilities were provided in a similar position as their railmotor companions. Coded CTH, the trailers were numbered 51-55.

They carried the same livery and undertook most of the same body changes as the CPH railmotors.

All trailers finished revenue service with the luggage/guard's compartment replaced by seating, giving accommodation for about 52 passengers. Trailers 51, 54 and 55 had the parcel doors removed while 52 and 53 had them sealed. The coding was altered to CTC at this time.

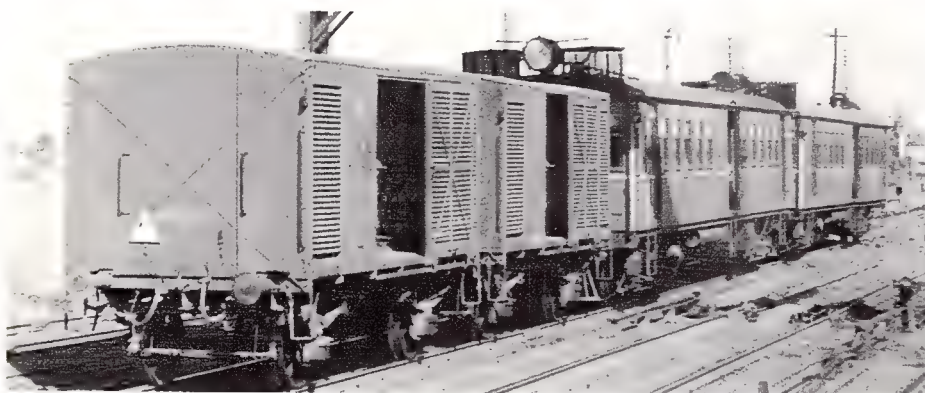
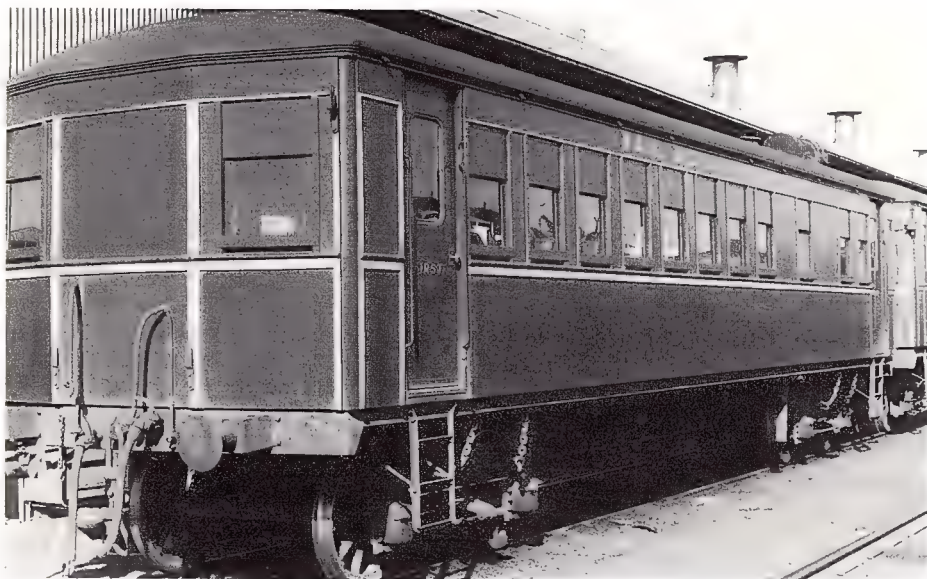
In 1929, an additional three trailers were added to the fleet by the conversion of Redfern-style passenger cars. These additions accommodated 16 first and 23 second class passengers with a guard's compartment. Numbered 61 to 63 they only served for about ten years, numbers 61 and 62 being converted into workman's vans while number 63 became a travelling school car.

GT parcels vans

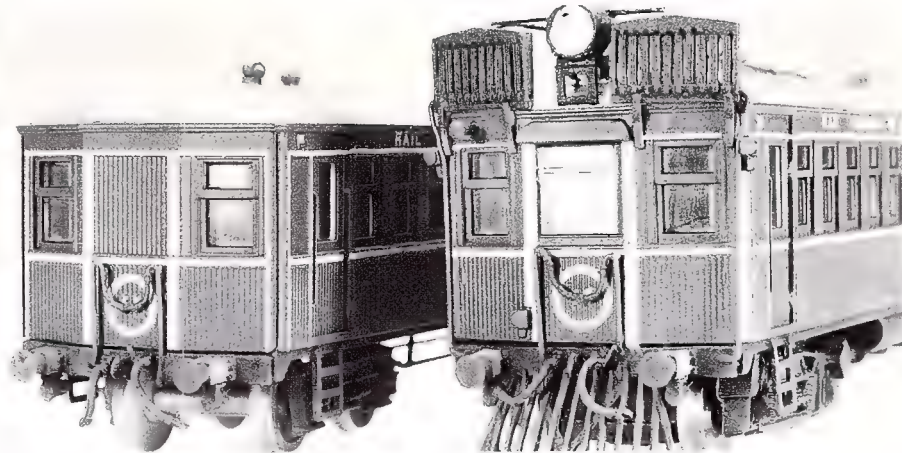
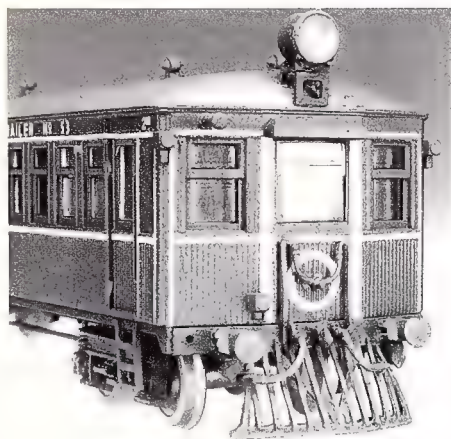
Twelve of these vans were built to add to the parcel-carrying capacity of the CPH. Placed in service between 1929 and 1942, cars 71 to 79, 82 and 83 were enclosed louvred vans with a capacity for 5 tons of parcels. GT 80 was an open wagon which carried 4 tons of parcels under a tent-like canopy. CPH railmotors were permitted to haul only one of these vans at a time at restricted speed as they were prone to derailment. When empty the van was unstable and 2 tons of ballast was added causing a corresponding drop in parcel capacity.

Livery was similar to the CPH: silver with blue lining, followed by tuscan red, and finally indian red.

Use of these vans was prominent at southern and western depots. Parkes, for example, had two or three allocated in the early 1970's. Today GT 83 survives in the collection of the Rail Transport Museum.



CPH 8 and 10 with GT vans 71 and 73 departing Parkes in mid-1961. The railmotors will later divide and with one van apiece service separate branch destinations. Photo: Grahame Ball.



CPH and CTH in HO scale model form, built from the Silvermaz kit, showing clearly the different end arrangements.

The model

The CPH railmotor and CTH trailer have recently been produced as an HO scale kit by Silvermaz. The main body shells are one piece plastic mouldings, which correspond well to the published drawings, and are nicely finished with the matchboard planking. Many of the additional detail parts are brass — the combined pilot beam/buffers/cowcatcher castings are notable for their complexity, and the engine/gearbox is particularly impressive: it is almost a shame to mount it hidden away underneath! The radiators, headlights, brake hoses, jumper cables, pipe brackets, and brake gear are also brass, whilst the bogie frames and underframe components such as girders, silencer, air tanks and battery boxes, are moulded in black plastic, as are small parts like the horns, marker lamps, mail boxes, and various roof fittings. There is a little flash on some of these components, but nothing excessive. The roof itself is in the same material as the clear glazing strips. These provide the windows for a complete side or end in one piece, and are ingeniously designed to clip into the body after painting; they incidentally locate the internal partitions, and give an excellent flush glazed effect.

There is ample brass wire, of two sizes, for handrails, piping, and truss rods. The disc wheels are brass, to RP25 profile: a full set is provided to allow the model to be built up unpowered if required. For motorising, a 24.5mm wheelbase 'Spud' power bogie with 10.5mm diameter wheels is recommended (this is not included with the kit). It is thoughtfully fitted to a removable plate to allow access for maintenance. The back of the axleboxes on the moulded bogie frames will need to be opened out to clear the stub axles on the 'Spud'. The power bogie from the Bachmann 44 or 70 ton diesel switcher could also be used — Silvermaz offer an alternative mounting kit for this as an optional extra, though this taller unit would project above the floor line.

The 'Spud' seems to have ample power to drive the railmotor with or without the trailer, and there is plenty of room for additional weight if required to improve adhesion.

A comprehensive set of decals is supplied, including lining and more than enough markings for the various livery styles. Reference will need to be made to photographs, etc. for the placing of the lettering appropriate to the particular unit modelled at a specific period, as the instructions (quite understandably) cannot cover all the possible permutations. The kit comes with the decals in yellow, to suit the indian red livery; a set in buff to match the tuscan and russet scheme is also available.

The instructions are straightforward and thorough: with text and step-by-step drawings, there are six A4 sides for the railmotor, plus another five for the trailer! Detail location is clearly shown, and there are useful templates for the pipework, etc. Drill sizes are indicated, though in some cases fitting the detail parts was eased by making a slightly larger hole than specified.

The positions of the roof fittings are marked on the underside of the mouldings, so can be drilled out to suit the prototype variations. This is an excellent idea, though the exhaust/torpedo vent/Fletner vent cluster seemed a little too close together, compared to the drawing. The underside of the body shell is similarly marked for the chassis components, thus avoiding errors in assembly.

It should be noted that when the steps are fitted the swing of the bogies is restricted; this may be a problem with the power bogie, on which the moulded front sandboxes will therefore need to be reduced in width.

The model depicts the railmotor and trailer in intermediate form: planked sides, crownlights still present, and trailer still with baggage doors — thus before reconstruction. However, the diesel engine with split roof-mounted radiators and the trailer rebuilt with a driving end reveal that it is not in original

condition. Enterprising modellers will no doubt find this an excellent starting point for customising the railmotor and trailer to suit their desired period and individual prototype.

No provision is made for coupling the railmotor to the trailer, though a number of practical suggestions are made in the instructions.

The kit is so well detailed that few additions are required: screw link couplings would be a finishing touch, and also the windscreen wipers with which the driver's windows were latterly equipped. Sand pipes would complete the bogie frame fittings, and the fastidious could install the angled support struts for the cowcatchers, taking care not to foul the bogies. The interior can be detailed to taste.

These surprisingly long-lived and widely used vehicles are a distinctive part of the New South Wales railway scene, and there will no doubt be many enthusiasts who will be grateful to Silvermaz for making them available in model form with such a good kit.

For: HO.

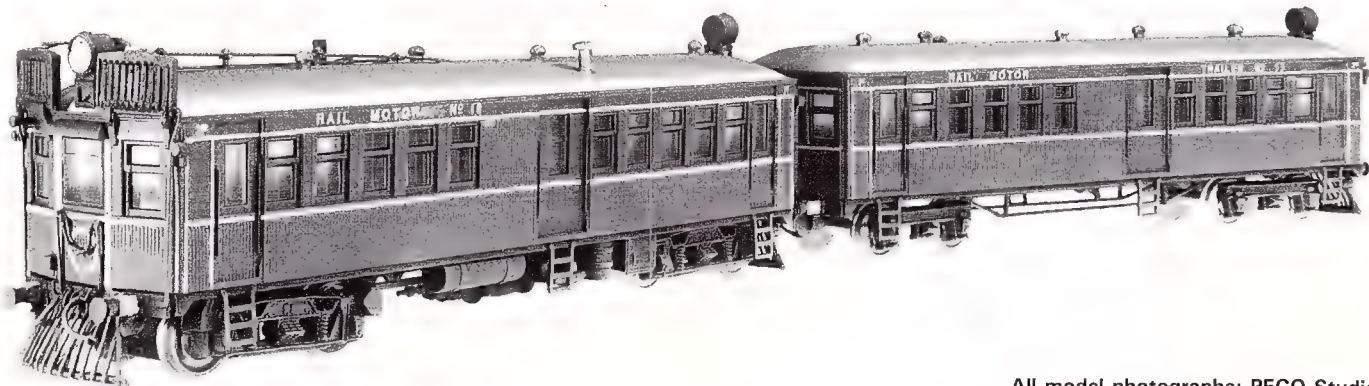
Available from: Casula Hobbies, PO Box 72, Liverpool, 2170, New South Wales, Australia.

Price: A\$195.00 (postage extra). Payment accepted by major credit cards.

Thanks to Grahame Ball, Greg Edwards, and Joe Callipari for their assistance with the preparation of this article.

Recommended reading

Railmotors and XPT's by David Cooke.
Various issues of the Australian Railway Historical Society Bulletin, particularly Number 374, December 1968.
Various issues of Roundhouse, particularly April 1985 and October 1988.
CPH/CTH Data Sheet by Greg Edwards.
Railmotors of NSW by D. A. Holloway.
The Dorrigo Steam Railway and Museum by Dr John Kramer.

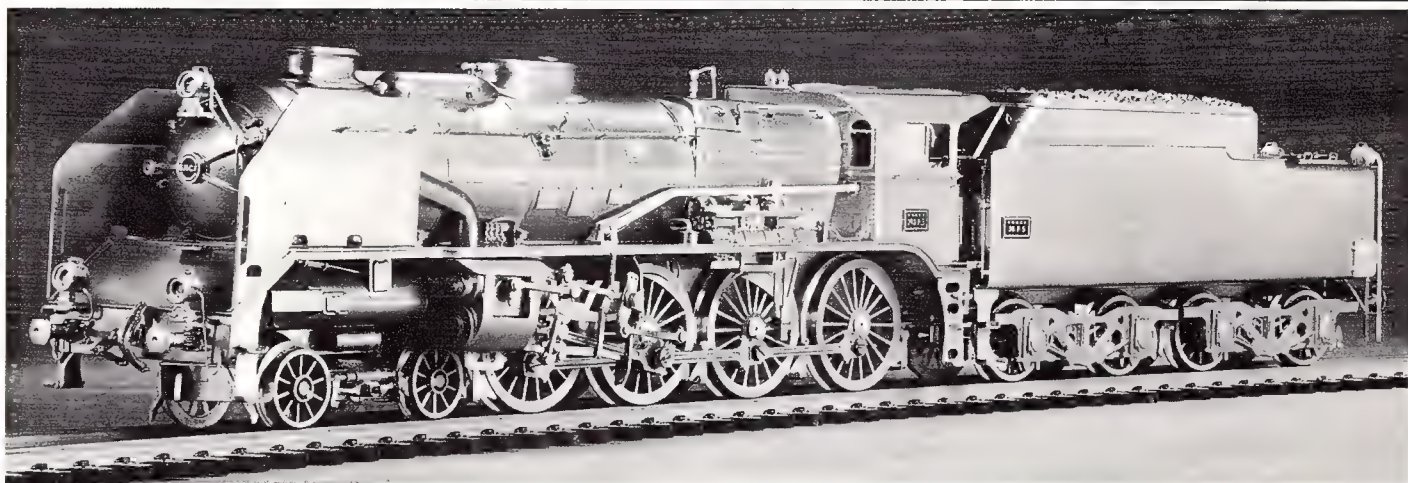


All model photographs: PECO Studio.

NEWS SPECIAL

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Model Loco SNCF 240 P kit

Whether by intention or happy coincidence, the latest HO scale kit from Model Loco is the perfect choice to mark the centenary of the birth of the great André Chapelon, who considered the 240 Ps his favourite locomotives. What is more, the model is worthy of its illustrious prototype.

Having tested (1938) one of the first series of 4-8-0s rebuilt from PO Pacifics, the PLM, in process of becoming région Sud-Est of the SNCF, temporarily laid aside its chronic antipathy towards Chapelon and asked for 25 similar engines to work the long drag over Blaisy-Bas between Laroche and Dijon. Delivered in the war years, the 240 P was further 'tweaked' with larger low-pressure cylinders and a mechanical stoker. The 4,350

IHP recorded on test in 1941 is the highest power-for-weight figure ever attained by a steam locomotive. The *silhouette dépouillée* of the engines, much admired by French commentators, was the work of the artist E-A. Schefer: for the kit-builder, this means that he does not have to fit the traditional jungle of pipework found on French locos!

Though they were brilliant machines, the 240 Ps' career was short-lived as the route was electrified in the early 1950s. Proposals to re-use them on other regions were turned down for various reasons and they were cut up about 1957.

Again, like the prototype, the kit has been refined from its immediate predecessors, perhaps as a result of users' recommendations. As before, the chassis is screw-assembled, with a Mashima motor, but in place of the axle-hung gearbox, the gear

tower is integral with the mainframes: the whole power train is automatically correctly aligned and all wheels can be dropped out of the chassis without touching motor and gears.

As ever, the main body components are crisply-cast and accurately-fitting whitemetal castings; thin parts, such as smoke deflectors and cab are of etched brass, and there are a number of small fittings as lost-wax brass castings. The vee-fronted cab, a single etching, has to be folded up with extreme care because of the slim window pillars and rolled roof, and the joint between the cab and firebox in our sample needed some filling.

Anyone who has built one of the Nord Pacifics or a 150 P will already be familiar with the construction of the tender, though here too there are some improvements.

The bogie frames are correctly 'see-through'; and the separate threaded brass bushes for the bogie pivots, pinpoint axle bearings and spring fork in the loco/tender coupling should between them enhance both running and current collection.

Two sets of number plates are supplied, one for a loco with simple coupling rods, and the other for one with Union Pacific 'tandem' rods, corresponding sets of rods being included in the kit.

There is every likelihood that this powerful and handsome machine will find a place in the roster of a much wider range of SNCF layouts than did the original locomotives!

For: HO.

Manufactured by: Model Loco (DJH/Grandspot Ltd.), Leadgate Industrial Estate, Lope Hill Road, Consett, County Durham DH8 7RS.

Price: £198.00.

French railcar and trailer in HO



Lima have applied a new livery to their established modern French railcar and trailer sets. The latest is in the blue and white 'TER Centre' livery, representing one running services sponsored by the Région Centre departmental government. To prove the point (and the quality of the Lima finish) the vehicles carry signs declaring 'Région Centre — Le Coeur de France'.

The distinctive lines of the new-generation SNCF 2200 Class

DMU have been ably captured by Lima. The angular front ends have subtle lines that the toolmakers have followed well.

Mechanically, one bogie of the power unit moves the ensemble along smoothly if with some gear noise, though that will doubtless fade with use. The bogies are nicely detailed, and feature the Lima design of close coupler. As the power car, in true French style, must round its trailer at its destination the use of these manual-

ly operated couplers might begin to pale: happily they are fitted in NEM pockets enabling easy replacement if desired by types which can be operated remotely. Directional lighting is fitted to the power car, and the inspired might be moved to install a red light in the trailer ends as a warning when reversing the power unit towards it, as in prototype use.

A detail pack is included, providing horns, handrails, plaques, steps, etc for the modeller to add.

The chequer plate on the steps is most impressive, as are the drop steps, finely moulded in a springy plastic.

This set could be the answer to anyone contemplating a modern French departmental service on their layout.

For: HO.

Available from: Winco, 149 Alresford Road, Winchester, Hampshire SO23 8JZ.

Price: £59.00.



Vintage train in Z

Märklin have issued a new Z gauge special set, consisting of the elegant Prussian T18 4-6-4 tank loco (later BR78) and four of the Langenschwalbach bogie coaches. These characteristic short vehicles are beautifully finished in the various colours which the KPEV

used to distinguish the different classes, and the set includes a post van, baggage van, composite and all third. The loco carries smart green livery, finely lined in red, set off by black smokebox and cab roof, and indian red running gear. The markings on both loco and stock are clear and sharp, even in this tiny size. The whole train is just 32cm long!

The plastic bodied coaches have attractive end balconies, and are fully glazed, though no interior fittings are provided. The well-detailed bogies are equipped with plated metal wheels to ensure free running.

The loco operates very smoothly on 8v DC power, and although no traction tyres are fitted, the cast

metal body supplies enough weight to cope easily with this load.

This charming set is yet another fine illustration from the Märklin Mini Club range that good things often come in small packages!

**Distributed by: W&H Models,
14 New Cavendish Street,
London W1M 8DJ.**

Price: £205.85.



E7 in HO from Concor

Our photograph shows the classic lines of the Electro-Motive E7 cab unit, now available from Concor in HO scale.

Five hundred E7A (cab) and B (booster) units were produced between early 1945 and April 1949, the first six-axle passenger cabs without the pronounced slant to the nose. The 2000hp vehicles carried an improved version of the 567 engine, classified 567A. Popular with many railroads, they were

often later fitted with continuous side grilles as per their E8 successors (the Frisco's splendid racehorse-named examples for instance) but the roof details and louvres behind the cab remained their distinctive spotting feature.

The Concor model can trace its ancestry to the Roco version of some time back, but there the similarity ends. Mechanically the locomotive is fully up to modern standards: a hefty can motor drives all axles, with a flywheel aiding smooth running that will improve even more with use. Truck sideframe detail is good, and should

the motor need removal its fixing screw can be found under the lift-off fuel tank. Non-directional lighting illuminates the headlight. The body is well detailed, with crisply moulded rivets, grilles, steam generator vents etc. Handrails are moulded in place (though should not pose too many problems to the dedicated wire installer), the louvre panel mentioned above is correct and overall the body sizes up properly when placed on a scale drawing. A separate pack is supplied containing glazing, air horns and X2f couplers: the installation of Kadees if required may take a

little more work than on some locos. Our sample wears the simplified NYC livery of grey with a white band (which replaced the famed 'lightning stripes'), a neatly applied if plain scheme: other roadnames are available, thus ensuring that these well-loved machines can find a ready home on most layouts. Undecorated and dummy versions are also obtainable.

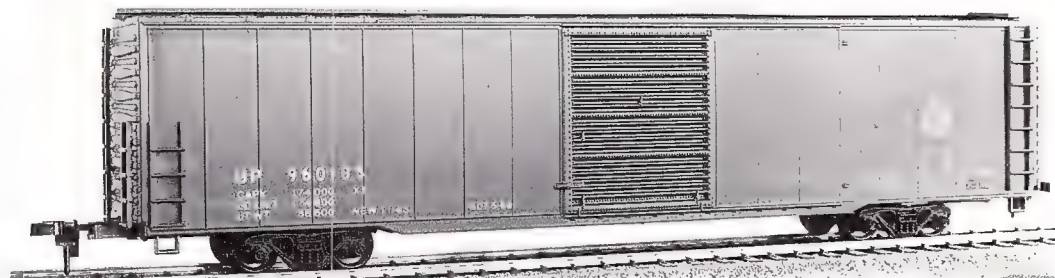
**For: HO.
Available from: LSWR Models,
PO Box 79, Walton-on-Thames, Surrey KT12 5RJ.
Price: £46.95.**

Autoparts boxcar in HO

Concor have added these impressive 60' modern boxcars to their range of freight cars in HO scale.

Greenville Steel built some 23,000 of these cars in the 1960s and 1970s, which as their name implies are principally used to carry auto parts, mostly between the West coast and Chicago/Detroit. For this purpose they have racks fitted inside, and cushioning equipment on the underframe to protect the shipment from damage in transit.

The model is perhaps rather smarter than the average 'shake-the-box' kit: an array of alternative parts allows the car to be constructed in original condition (as illustrated) with roofwalk and high brakewheel mounting, or in post-1970 condition when the AAR outlawed roofwalks, for which shortened ladders



and a low-mounted brakewheel housing are provided. Such details make the car a pleasure to build, with its one-piece pre-painted body and ready-assembled trucks. The car is very free rolling, with no wobble or eccentricities. X2f couplers are provided, to be fitted in the extended mountings at each end of the car: these extensions represent part of the cushion under-

frame on the prototype. Kadees will be a simple alternative if desired.

The detail work is very fine, with legible lettering, coding etc. Our sample was finished in boxcar red with a small Union Pacific herald neatly applied on each side; other roadnames are available.

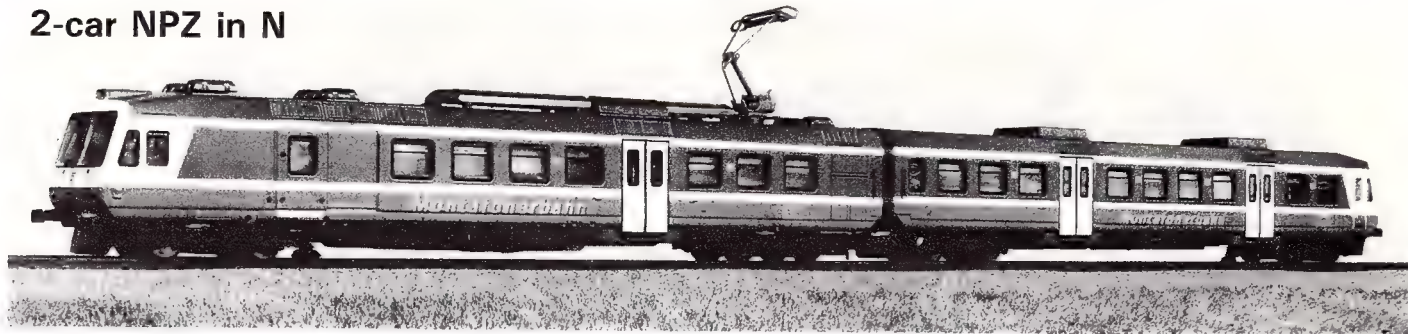
The helpful instructions point out that the car may need modification to its underframe if required to

traverse sharp radii (under 22"), but given that its length would preclude it from the smaller layout this is no real problem.

All in all, this is another excellent release from Concor.

**For: HO.
Available from: Victors, 166
Pentonville Road, Islington,
London N1 9JL.
Price: £7.48.**

2-car NPZ in N



Lima Minitrain have wasted no time in releasing a new NPZ set, hard on the heels of the four-car SBB rake (see 'News Special', CM October '92); this time the two-car unit is in the attractive black, yellow and red livery of the Montafonerbahn. As with the previous set, this unit features directional lighting, smooth performance from a centrally-mounted five-pole motor driving all axles of the one power car, and excellent legible small numbering and lettering — the shading on the 'Montafonerbahn'

being especially well done. The main colours too are bold and well defined.

Such is the quality of the finish and the level of detailing that it is difficult to tell the scale of the model from a photograph.

This delightful unit is a super addition to the Minitrain range.

For: N.

Available from: Winco, 149 Alresford Road, Winchester, Hampshire SO23 8JZ.

Price: £112.55.

Chocolate vans in HO

Märklin have produced a special set of six vans for the Norwegian market. Each of the standard four-wheel type 1b1ps refrigerated vehicles has NSB reporting marks, and carried an authentic representation of one of the brand labels produced by the confectionery firm Nidar Bergene. The various schemes have been very well executed, with dense bright colours

and sharply defined designs. All lettering and markings are clear and legible. We cannot say whether vehicles adorned in precisely these finishes are actually to be seen on the Norwegian railways, but the ensemble would certainly make a colourful contribution to a Scandinavian collection.

For: HO.

Distributed by: W&H Models, 14 New Cavendish Street, London W1M 8DJ.

Price: £104.95.

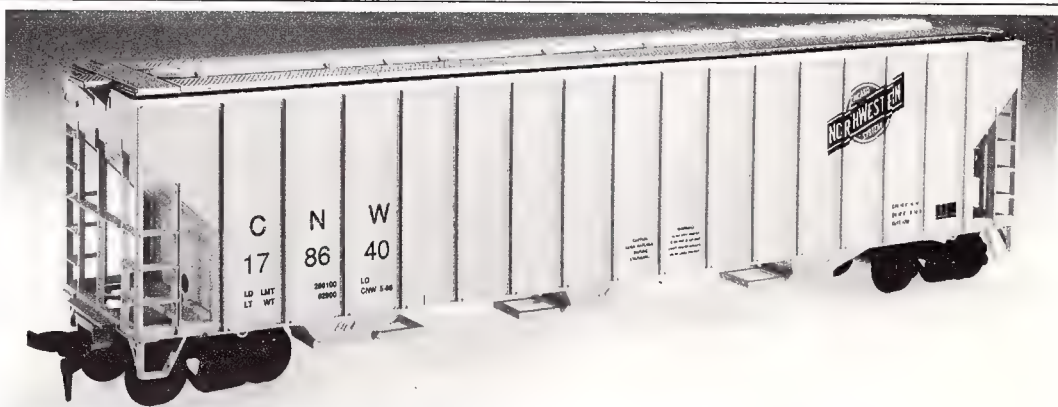


Covered hopper in HO

Concor have released a model of 50' FMC covered hopper, the prototypes of which are principally used to transport grain in the mid-West. The model's bright yellow Chicago & North Western livery is particularly appropriate, though other roadnames are available.

The kit comprises a one-piece body, pre-painted and finished with a couple of ready-assembled trucks etc. The wheels roll true without any faults, and are to RP25 profile. X2f couplers are provided, but can be easily substituted if desired.

The detail work is fully up to the high standards we expect from Concor, with numbering and lettering neatly applied, and the instructions



on the sides are legible to the naked eye. The familiar CNW herald takes the bodyside ribs in its stride, and the CNW reporting mark does exactly the same with the small

horizontal one. All in all, this is a super model from Concor, just the job for the modern US enthusiast with a penchant for grain mills and the like.

For: HO.

Available from: LSWR Models, PO Box 79, Walton-on-Thames, Surrey KT12 5RJ.

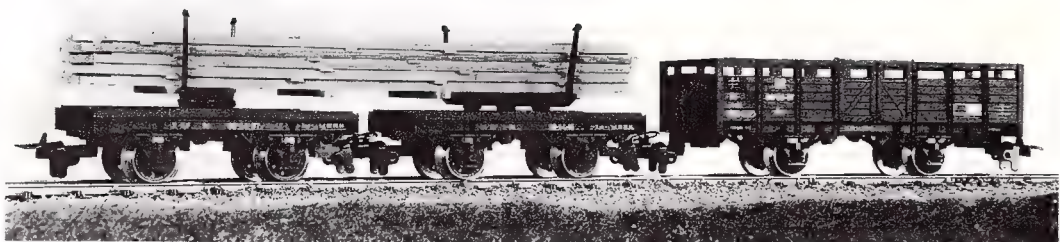
Price: £5.45.

Spreewald stock for HOm

Further narrow gauge products resulting from the collaboration between Bemo and Zeuke (formerly Berliner TT Bahnen) are now becoming available. The prototypes for these wagons are from the Spreewald network, which was based on Cottbus, but they are quite typical of much continental narrow gauge stock.

The open wagon was previously released as part of the initial set (reviewed in our July issue), and is now available packaged separately.

The pair of timber bolsters, complete with a load of simulated



rough-cut planks, is a new release. The bolsters swivel easily to allow sharp curves to be traversed, and the wagons are very free rolling. The wooden decking has a nice wood grain effect, and the details on the underframe (axleboxes, springs, hangers, rivets, even down

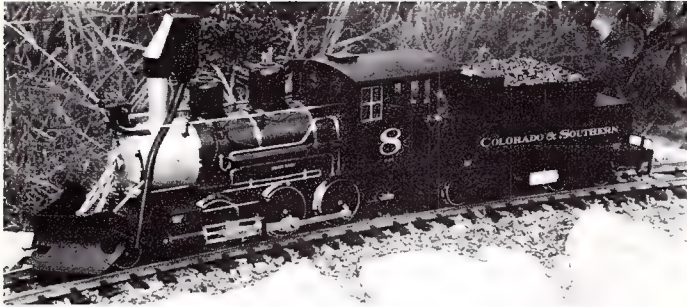
to the tack board) are also crisply moulded. Numbers and data are clearly printed in white. The couplings are the standard Bemo hook and loop type, flexibly mounted. Wheels are set for 12mm gauge, but could easily be adjusted for 9mm, and the size of the vehicles is such

that they would not look out of place with other HOe stock.

For: HOm.

Available from: Victor's, 166 Pentonville Road, Islington, London N1 9JL.

Prices: bolsters — £14.75; open — £9.25.



New LGB locos

Garden Railway Specialists are pleased to announce the arrival of two new American locomotives from LGB.

The first is the long-awaited Colorado and Southern 2-6-0 Mogul No. 22. This model now features the 'beartrap' stack, a peculiar design of spark arresting chimney that was so characteristic of the C&S. The loco also has a snowplough mounted on the pilot. The 700mm long model is equip-

ped with the new digital sound system which gives superb quality effects, and a battery backup allows the steam and Westinghouse pump sounds to continue even when the loco is stationary. The bell and whistle sounds can be remotely activated by magnets mounted under the track. The realistic illusion is enhanced with a flickering firebox glow, and a low voltage supply to the smokebox headlight and tender lamp.

The other recent release is a new lively for the powerful Co-Co

diesel. It now appears in the attractive blue and yellow 'warbonnet' scheme of the Santa Fe, which is well executed even if not strictly authentic on a narrow gauge machine. This model also now boasts a digital sound system which gives a realistic simulation of the diesel engine, and the battery backup allows it to idle when the unit is stationary. In addition, there are horn and bell sounds which can be remotely triggered. There are twin working lights front and rear, and a flashing beacon on the cab

roof. The sound and lighting switches are concealed under a removable roof panel. All moulded detail is very crisp, with the dynamic brake blister and roof fan grilles well represented. Measuring some 630mm long, this is indeed an impressive piece of motive power.

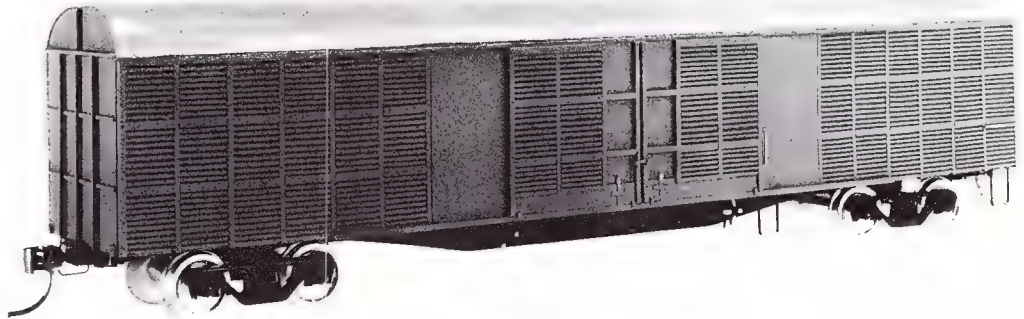
Available from: Garden Railway Specialists, Station Studio, Summerleys Parade, Princes Risborough, Buckinghamshire HP17 9DT.

Prices: Mogul — £726.95; diesel — £645.00.

NSW louvre van in HO

The New South Wales railways took delivery of 135 high capacity bogie vans with full louvre sides from Tulloch Ltd in 1969/70. Originally coded JLX if fitted for bogie exchange or JLY if equipped with high speed 2CM bogies, they were re-coded to NLJX/NLJY in 1980. Although many are still in service, some have been withdrawn, and some have been reduced to the underframe and converted for carrying containers.

Ian Lindsay Models have recently released an HO scale kit for these attractive vans. Consisting of six main components (sides, ends, underframe and roof), the parts are cast in resin, which gives excellent sharp rendering of details such as the louvre panels. There is just a slight film of flash (easily removed) around components such as the brake gear, which is moulded in place, and the fit of the main parts is good: only the roof required slight filing to achieve a snug fit. A metal strip is included for the brake



lever support bracket, and plenty of brass wire, of two sizes, is supplied to form the various handrails and pipework. All the locations to be drilled are clearly dimpled on the castings: an excellent touch.

The kit will be supplied complete with a set of transfers, but these were not yet available when we assembled our sample. The builder must provide couplers (Kadee No. 5 are ideal) and bogies of his choice: the instructions list a number of suitable alternatives. Our sample

runs on a pair from the excellent AR Kits range.

The bogie mountings incorporate lugs, lengthwise at one end, transverse at the other, which are intended to provide a degree of compensation to ensure proper track holding. In practice this is hardly necessary, and may actually produce wobble. They also seem to cause the model, which is otherwise accurate in all major dimensions, to sit slightly too high. Filing the lugs down cures these points with no

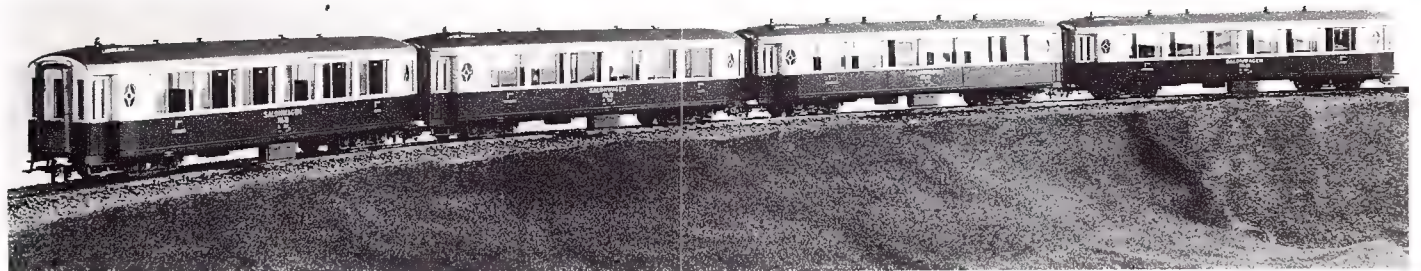
detriment to the performance.

The instructions follow a clear sequence (it should be noted that the ends are meant to fit between the sides), and a diagram assists with fitting the details.

In summary, another excellent offering for the latterday NSW modeller in HO scale.

Manufactured by: Ian Lindsay Models, PO Box 124, Pendle Hill, New South Wales, 2145, Australia.

Price: A\$24.00.



RhB Pullmans

Bemo have produced a special set consisting of four of their exquisite R thische Bahn vintage Pullman coaches in the original green and cream livery which the vehicles carried from 1942 to 1982, when the now familiar red and cream colours were applied. The internal distinc-

tion between smoking and non-smoking compartments is correctly represented with different coloured 'upholstery' for the interior fittings. The models naturally have authentic individual running numbers, and all markings and insignia are very crisply rendered.

Technically, the models are the

same as the regular production. The bogie mouldings are superb, with separately applied springs and hangers, and the free-rolling metal tyred wheels have accurate split-spoke centres. Truss rods, handrails, brake hoses and m.u. cables are supplied for the modeller to install.

We understand that the first run of these beautiful models sold out very quickly, but limited quantities are now available again.

For: HOm.

Available from: Winco, 149 Alresford Road, Winchester, Hampshire SO23 8JZ.

Price: £180.00.



More Swiss coaches in N

The Lima Minitrain stable of EW1-type Swiss bogie coaches continues to expand. Illustrated here are (left) a BLS first open in the familiar blue and cream; and (right) an SBB green second open with the old style markings and droplights. As with previous EW1s these are

very finely detailed indeed: the BLS first has clearly defined smoking and non-smoking areas, and the identification numbering and coding is legible even without a glass. Full marks to Lima!

For: N.

Available from: Victors, 166 Pentonville Road, Islington, London N1 9JL.

Prices: BLS first — £9.86; SBB second — £9.28.

New Nm items from Railino



We illustrate two new additions to the range of Rhätische Bahn stock by Railino in Nm, metre gauge in N scale.

The vintage Ge2/4 rod-coupled electric loco is finished in brown livery, carrying the number 221. Sister loco No. 222 is also available, though this model differs in that it is fitted with the small snow-ploughs. These locos were rebuilt between 1944 and 1946 from the original Nos. 203 and 204. The diminutive model, just 55mm long, follows the prototype down to the

finest detail: working pantograph, open mesh roof grille, separately applied handrails, etc. Although the model weighs just 40 grammes, electrical pickup is from all wheels to ensure that the precision mechanism runs smoothly.

The K³ standard 4-wheel van is a design which can be found on many Swiss metre gauge lines. This example is in brown livery, with silver doors and ventilators, and carries RhB markings. Though the model is just 58mm long, the brake platform and underframe are

Improved coupler loops

For Märklin enthusiasts who wish to improve the appearance and operation of the standard coupler, Promodel of New Zealand now offer ready blackened etched replacement loops.

As well as being of reduced size to be less visually obtrusive, these loops offer a number of other advantages: in line with the trend to closer coupling, there is less slack between the couplers (0.2mm compared to 0.5mm), and problems with buffer clearance (when Märklin and other couplers are mixed) are overcome. Most significantly, the tail can be easily fitted with wire (as shown in the sample on the right) to permit remote operation from a magnet mounted under the track. They can of course still be tripped by the usual uncoupling ramp, and the Märklin pre-

uncoupling feature is retained. The loops are fully NEM compatible, and are simply installed in place of the original — no other alteration to the Märklin mounting is required, and the original loop can be subsequently re-fitted if desired.



Promodel are also producing RP25 wheelsets in both disc and spoked designs for a proposed range of period German wagons. However, these fine looking wheels will also be offered separately in a range of diameters and axle lengths to enable simple substitution in other commercial models.

The wheelsets are available in boxes of 10 for £6.90. The replacement coupler loops are sold in packs of 50 ready folded for £16.50, or in bulk packs of 100 unfolded for the same price. Discounts may be available for larger quantities to specialist Societies, and Promodel also welcome trade enquiries.

For: HO.

Available from: Promodel, 175 Locksley Avenue, Dallington, Christchurch 8006, New Zealand.

Prices: in text.

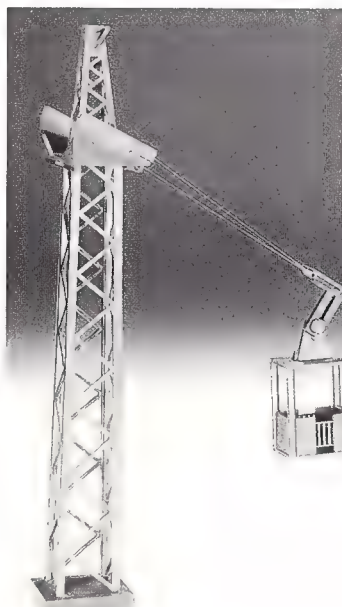
Cable car in HO

Heljan will already be known to many modellers for their extensive range of structure kits in both HO and N scales. Indeed, such is their experience in this field that as well as the many items sold under their own name, they are also responsible for a large number of kits which are produced for and sold by other well known brand names. We were delighted to learn that Heljan have recently concluded a new distribution arrangement with Bachmann Industries Europe which should make their models even more widely available.

One of the recent additions to the selection of HO accessories is a set for a cable car installation. The kit is supplied with two cable cars, two intermediate masts, and two end stations, which are identical except for the angle of the cable guides. The baseplate for each building measures 145mm x 105mm, whilst the masts stand 155mm high on bases 24mm square.

No wire is provided (fine nylon fishing wire would seem ideal), and the set is simply designed as a static

scenic accessory, though no doubt an enterprising modeller with a mechanical turn of mind could use this kit as the basis of a working model.

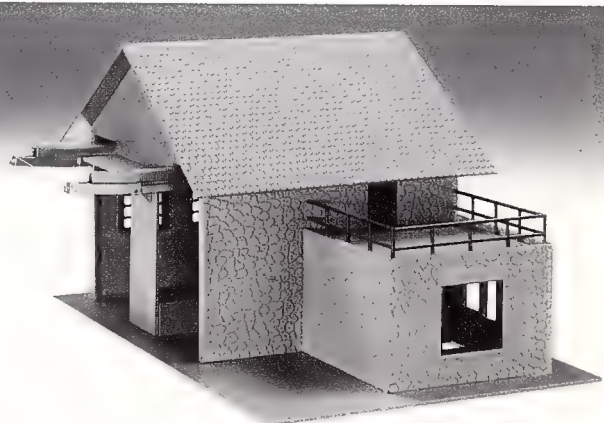


There is very little flash on the components, and the fit of the various parts is good, with only a little trimming and filing required to ensure a perfect match. The components are moulded in pre-coloured plastic — grey, red, light and dark brown, and silver as appropriate, plus clear glazing. As with most plastic models, the fine moulded detail could be enhanced with sympathetic painting and weathering.

The instructions consist simply of a series of 'exploded' diagrams, and are quite clear and easy to follow. All parts are key numbered on the drawings, and corresponding numbers are moulded on the part itself or on the sprue adjacent to it — an excellent feature.

Distributed by: Bachmann Industries Europe Ltd., Moat Way, Barwell, Leicestershire LE9 8EY.

Price: £9.11.



Mainline Steam Revival

by Ron Ziel
Sunrise Special/Amereon House.
Available from: World of Transport, 37 Heath Road, Twickenham, Middlesex TW1 4AW.
£24.95 plus £2 p&p.
ISBN 0 8488 0863 0.
290mm x 220mm; 208pp; hardback.

After the major railroads of the United States and Canada had replaced their steam power with diesels, virtually the only working steam locos were those employed by tourist short lines. Most enthusiasts believed that the days of powerful steamers hauling heavy trains at speed over the main lines were gone forever. Yet although regular service steam was beyond recall, the use of steam on special passenger excursions has made a remarkable comeback. So much so that from just half a dozen locos available for main line service in the mid 60's, over 50 have since been rescued from static display in parks and museums and restored to working order, and preserved lines have found homes for even more machines which could easily perform main line work. The level of this activity has been such that in the past quarter century some locos have been restored, operated, and retired again! At the start of the present decade, it is encouraging to note that around 30 locos are actively being worked upon. The 'mainline' of the title is broadly interpreted to mean locos that were main line in their day, even if now preserved for regular use on humbler duties. Add to all these perhaps a score of Class 1 narrow gauge locos, and you have more than enough contemporary steam subject matter for this album, and plenty of variety within it.

Under broad headings (such as 'The Last Veterans Retire', 'Resurrection of Steam', 'Narrow Gauge Survivors'), the locos are dealt with road by road. This approach both makes it easy to locate a favourite and underlines the extent of the revival. The captions are full and informative, and the final section previews some forthcoming attractions with archive shots of the locos as they were when at work.

There are well over two hundred black and white photographs, plus nearly 40 in colour. The technical quality is good throughout, with the monochrome somehow appropriate for the subject and the impact of the colour heightened by its sparing use.

Most of the photos are by the author, supplemented with some fine contributions from other noted railroad photographers. Some are stunning — note, for example the shades of O. Winston Link in the night portrait of Norfolk and Western 2-6-6-4 No. 1218 on page



September 1985: combined FO and RhB stock en route from Chur to Disentis. Photo: Alan Pike.

113. Since the early 1960's when his first railroad book was published, Ron Ziel's byline has appeared on some classic railroad pictures. Making writing and photography his profession, and railroads his passion, he has now produced over a dozen books and many articles. He is a particularly qualified to compile such an album of restored steam, as he has been actively involved with several steam preservation projects.

This is no lament for a lost golden age, but a celebration of American steam's present glory.

Signatures in Steel

by Greg McDonnell
Stoddart/Boston Mills Press
Available from: LSWR Models, PO Box 79, Walton-on-Thames, Surrey KT12 5JR.
£27.10 incl. p&p.
ISBN 0 7737 2554 7.
290mm x 315mm; 208pp; hardback.

You should not, it is said, judge a book by its cover. The front jacket picture for this collection of Canadian railway photographs could be an ideal illustration of this maxim: for all the impact of the blur of speed that it strives to convey, it is perhaps the least impressive of the many excellent photos contained in this remarkable book.

Inspired and co-ordinated by Greg McDonnell, this collection is the work of some 25 different photographers. Just as the railways were essential to the development of Canada and its national cohesion, and even after rationalisation have left and indelible signature of steel upon the landscape, this collection in a way presents the signatures of those photographers. Whilst at first glance the images may look casual (one measure of their success), longer consideration reveals the care and forethought that must have gone into their creation. Rarely does the man who takes the classic railway photo just happen to be in the right place at the right time in the right conditions just by chance! As a nice closing touch, the brief appendix of biographical notes allows us a glimpse of the personalities behind the pictures.

The coverage ranges from the late 50's to the present day, from the end of steam to the newest diesel superpower, from Newfoundland to Vancouver, crossing prairie and mountain, in summer and winter, by day and by night.

All the photos are in colour, and the reproduction is excellent (the book was printed Singapore). They are mostly presented one to a page, allowing maximum impact in the large format, with brief but informative captions. They are loosely grouped in chapters, each with a short introductory text. The style is relaxed and anecdotal, if at times verging on the lyrical, but none the worse for that.

For modellers, the book could be frustrating: such a wealth of inspiration, yet scenic grandeur and railroading on such a large scale that defy adequate recreation in miniature.

This is most certainly not a book to be hurried. The image on each page deserves to be savoured, and indeed, the visual input is often so intense that you almost wish there was a poorer shot now and then to give respite! This is a book which can be browsed through and returned to time and again with equal pleasure. Even for those with no particular interest in Canadian railways, it is a superb photographic collection.

Traumreise mit dem Glacier Express

Eisenbahn Kurier Special No. 25.

Eisenbahn Kurier Verlag, Postfach 5560, D-7800, Freiburg.
DM24.80.

ISBN 0170 5288.
280mm x 210mm; 130pp; softback. German text.

Although no doubt produced to accompany their recently released video on the Glacier Express, which it complements well, this typically lavish EK publication also stands on its own as a worthwhile contribution to literature on the subject. Running from St Moritz to Zermatt, thanks to collaboration between the Rhätische Bahn, the Furka Oberalp, and the Brig-Visp-Zermatt, this much-publicised train

service has become a tourist attraction in its own right, providing comfortable and leisurely access to some of the most appealing Swiss mountain scenery.

The first part of the book provides an appropriate introduction which highlights the scenic wonders of the route, including the associated Gornergrat mountain top line.

The modern service is then placed in its historical perspective with an essay illustrated with archive black and white photographs.

This is followed by a substantial article which would not look out of place in a colour supplement magazine. For the general tourist, the emphasis is on personalities and places, but even railway enthusiasts might enjoy the presentation, and the chance to glimpse some behind the scenes detail.

The major part of the work follows the route with a comprehensive photo survey. Summer and winter views are included, and not all the pictures are recent, which adds to the interest for those who wish to see the locos and stock used at different periods. The coverage is roughly in proportion to the relative length of the parts of the route that each company is responsible for, though it could be said that the RhB dominates at the expense of the BVZ, with the FO rather sandwiched between, but this is a minor imbalance.

It might be thought that the Glacier Express and its route have been so well documented that it would be difficult to find new angles, but even with comfortable familiarity none of the shots here will disappoint. The standard of photography throughout is excellent, and the quality colour reproduction shows it off to perfection.

Although there is no technical information on the locos and stock, nor any plans or drawings of stock or structures (much is already available elsewhere to satisfy these needs), there is plenty of inspiration here for the modeller.

As if to acknowledge this, the final twenty-five pages of the book feature models of the Glacier Express and parts of its route. Indeed, some of them are so well done, and so well photographed, that in many cases you have to look very closely to tell that it's not the real thing!

Russian Locomotives

Volume 2: 1905-1917.
by J. Nurminen & F. M. Page
Retrieval Press
121 Hill Village Road, Sutton
Coldfield, West Midlands
B75 5HU.
£19.00 (+£1.00 p&p).
ISBN 0 951 2056 1 7.
235mm x 175mm; 254pp;
softback.

The first volume of this thorough and scholarly work, covering the period 1836 to 1904, was published some years ago (although it is still available, at the same price as the newly released volume 2). This second instalment takes the story on, in a slightly different format, due to the nature of the records for this period and their patchy survival through war and internal upheaval, and the changed arrangement of the Russian railways after nationalisation.

Even though it is shown to have been largely a central government book-keeping exercise not necessarily implemented by the railway companies, the renumbering of 1912 divides the period under consideration, and must have added to the already huge amount of research necessary to produce this book. It is a tribute to the authors that the results are clearly and concisely presented.

After setting out the changed method of presentation, the initial chapters deal with the national stock returns, the development and design of Russian steam in this period (which set the pattern until the end of steam loco construction), changes on the old lines, and newly opened railways. The background thus established, the various passenger and freight classes are then detailed separately, with information as to their areas of use and periods of service.

Amongst the Appendices, one deals with the situation in Finland between 1905 and 1917, and another (encouragingly brief) section has corrections to the first volume.

The book has been well produced, and the text is enlivened with a number of pictures, largely works photographs; the originals were of variable standard, but they have been reproduced as well as possible. Prospective modellers may also regret the lack of scale drawings, but perhaps should not be surprised, given the secretive nature of the Soviet authorities on technical matters. Notwithstanding, the work should prove a useful source of reference for the geographical and temporal distribution of the fleet, and is arranged as such with much detail in tabular form. It is hardly light reading, but contains much information which will be appreciated by students of the Soviet railways.

The book can be ordered from the address above; cheques should be made payable to 'F. M. Page'.

Rail Scene Victoria

Volume 2

Edited by John Sargent
Train Hobby Publications, PO
Box 134, Wantirna South,
3152, Victoria, Australia.
A\$35.00.
ISBN 0 646 10702 X.
215mm x 295mm; 84pp;
softback.

This second pictorial album from the Australian state of Victoria covers steam on the broad gauge in the mid 1930's, and is drawn from the work of H. G. Forsythe. We were delighted to learn that CONTINENTAL MODELLER was instrumental in the publication of this collection: the photographer, who is now resident in the UK, saw the review of Volume 1 of this series in the January 1992 edition, and contacted the publishers to ask if they might be interested in his material. They were indeed, and with good cause.

In his introduction, H. G. Forsythe (a pen name used for his railway material to distinguish it from his professional writings in other spheres) tells how as a teenager in Melbourne in the 1930's his combined interests in railways and photography led him to assemble this unique record of the Victorian Railways at that time. His offhand descriptions of his photographic technique and his darkroom skill should not be a deterrent. Some of the images are indeed grainy or scratched, but for the most part the quality is perfectly acceptable, due no doubt in part to the excellent cameras to which he was fortunate to have access, and the subject matter makes an invaluable archive of the period for VR fans. For these are not just schoolboy train spotter views of locomotives, though there are plenty of classic portraits, but the collection is doubly remarkable in revealing the young photographer's eye for railway detail. The lad befriended a number of railwaymen and officials, and recognising his enthusiasm they afforded him unusually privileged access which has resulted in some very interesting yard, depot and footplate scenes.

The pictures are, naturally, all black and white, and generally well reproduced. There are mostly one, sometimes two, to a page, so the size allows detail to be examined. Captions are suitably informative. The presentation is attractive — the ornate page borders are a nice touch — and the book is printed on quality paper. Historians and modellers of the VR in this period will no doubt find this an essential source, but even for those without a specific interest in that system this book is a splendid evocation of the age of steam.

We understand that Volume 3 of *Rail Scene Victoria* is already in preparation and will feature more from H. G. Forsythe's collection. It will be eagerly awaited.



Steamrail's preserved Victorian Railways' R class 4-6-4 No. 766 on a tour to Bendigo earlier this year. Photo: Steve Malone.

Steam at Work

ARE Video, c.50 mins,
A\$29.95 (+p&p)

This is the first volume in a new series of Australian railway archive tapes, and covers the broad gauge Victorian Railways in the 1960's. The original film was taken by Ken Macleay, and the programme has been well edited, with pleasant pace. The locations have been well chosen, and the camerawork is assured. It shows trains in their surroundings as well as portrait shots of locos, and is not afraid to hold a shot as the whole train passes. Perhaps in some views the train is rather low in the frame, with too much sky: this may have been in anticipation of smoke, which does not always come. But when it does, the effect is often spectacular.

Subject matter ranges from the Wimmera wheatfields to the coalfields of Wonthaggi, from shunting around Newport workshops to the impressive R class 4-6-4's on Swan Hill passenger trains. Other sections show these proud machines, still relatively young, reduced to freight drags. Overall there is a good balance of loco types, and a good mixture of lineside, station and yard shunting work, and shed scenes. The lineside material features some good pacing, and some fine double heading. Freight is still mainly handled in four wheel wagons, and red clerestory roof coaches mingle with newer blue steel air conditioned stock. Sometimes comparatively large locos are seen on quite short trains — ideal for modelling! The programme closes with a classic shot of a train on a bridge silhouetted against the sunset.

The colour has survived well, generally speaking. There are some contrast problems — in a few shots black locos lose detail, but this is almost inevitable with the harsh light, and is a problem not limited to archive film!

The sound track has been compiled from authentic recordings made at the same period, skilfully matched to the pictures. There is a little backing music — not really necessary in your reviewer's opinion, but fortunately not too obtrusive.

The commentary is not continuous, but gives more than ade-

quate information when required. It is well delivered: a pleasant voice shows interest and enthusiasm, and sounds authoritative — it is not just reading a script.

Overall, this is a splendid evocation of the last years of steam on the Victorian Railways: essential for VR fans, and enjoyable for any steam enthusiast.

This tape has been produced by ARE Video, of P.O. Box 8, Collins Street, Melbourne, Victoria, 3000. Our thanks to them for the opportunity to review this programme.

Railfan guides

For almost ten years, Steam Powered Video have been bringing the world of North American railroading to fans outside the USA. The interest which this has created in the subject has encouraged more and more enthusiasts to visit the States to experience the real thing.

So many of these visitors asked SPV for advice on the best places to go that they have decided to issue a series of 'Railfanning Hot Spot Guides'. The first, covering the Santa Fe and Southern Pacific lines through the Cajon Pass in California, and including San Bernardino and Colton, is now available. The A2 sheet is folded to fit within a conveniently pocket-sized plastic wallet.

On one side the sheet has a large detailed map, prepared by Mike Walker (who is responsible for the excellent maps inside the SPV video sleeves) which shows clearly the rail lines and access roads. The map is enhanced with a number of fine prototype photos by Jim Boyd (Editor of *Railfan & Railroad* magazine) which are clearly linked to the specific locations on the map.

The reverse side carries copious notes on the line, the best locations, directions for access, likely rail traffic to be seen, radio frequencies to monitor the train crews' communications, and even where to stay.

This useful guide is priced at £3.45 (including postage within the UK), and can be recommended to prospective visitors.

Of course, the logical next step for SPV is to start organising actual trips...

Santa Fe Odyssey

Volume 3

Green Frog Productions;
105 mins; £29.95.

This third volume of the Santa Fe series covers present day operations, having been filmed during the summer of 1991. It concentrates on the 450-mile stretch across the mid-west from Chicago to Kansas City. This is relatively flat prairie country, and in contrast to the mountain sections even the heavy freight trains are moving quite quickly, making for some impressive linesside action. The programme picks a number of what might be termed 'hotspot locations' and observes what passes. The trains and places are identified in the commentary, with some supporting captions on screen. One of Steam Powered Video's customarily clear maps can be viewed through the inside of the translucent sleeve to place everything in context.

But this is no boring succession of one road's big diesels on TOFC or double stack container trains. True, there are plenty of blue and yellow and red and silver 'Warbonnets', but these are relieved by Amtrak passenger trains, and appearances of green Burlington Northern power with additional GM leased units on coal trains, Illinois Central local freights, black Norfolk Southern 6-axle units enjoying trackage rights, and blue Conrail locos. Operations such as the suburban passenger services at Joliet outside Chicago, crew changing at Marceline, and loco maintenance and hump shunting at the jointly-owned Kansas City Terminal, all serve to add interest. If there is a criticism of the content, it might be the lack of a story line: after such a feast of action, the tape just ends... however, it cannot be faulted for offering excellent value.

The material was filmed on modern equipment by Steve Neff, assisted by Emery Gulash and John Koch, using four cameras. Location sound adds to the atmosphere, and picture quality is generally first class, except in one or two brief close-ups of fast moving trains where the shutter speed is just not quite adequate to retain perfect sharpness. But this almost adds to the effect of being right by the linesside!

The British PAL version of this tape is exclusively produced under licence from Steam Powered Video, of Dawes Road, Dunkirk, near Faversham, Kent ME13 9TP. The price quoted includes postage within the UK.

Steam 91

60 years of the NVBS
Rail Art Video, 54 mins,
£21.95.

The NVBS in the Dutch society for those interested in railway matters, and this video programme celebrates the 60th anniversary of the Society's founding in 1931.

Thus the main part of the programme centres upon the celebratory events held in Amsterdam on 5 and 6 October 1991. Naturally, steam locomotives feature predominantly, including well-known Dutch 'stars' such as the lovely old Werkspoor 4-6-0 No. 3737 and the intriguingly-named ex-HSM Schwarzkopf 0-6-0T 'Bello'. But the Dutch are the most hospitable of people, and it was a guest, in the shape of the Deutsche Reichsbahn semi-streamlined Pacific 18.201 which sped the NVBS Jubilee express on its countrywide tour. The programme includes many action shots of this and other trains running through typically Dutch landscape, including crossing the rebuilt but still impressive river bridge at Culemborg.

In addition to the aforementioned sequences filmed in colour in 1991, the film also includes some unique historical material, taken in black and white on the occasions of past NVBS special excursions and events. These include the Friesland excursion of 1946, the 25th Anniversary Tour with 3737 in 1956 and the visit of DB 01.1062 during the 40th Anniversary in 1971. Then there are the 'Steam 81' parades which were held between Amersfoort and Woudenberg and in which the replica of Stephenson's 'Rocket' took part.

As usual, the archive film is fascinating for its gentle reminder of what railway enthusiasts looked like, in terms of dress and demeanour, some 40 years ago; and objects and activities in the background or at the edge of frame are often of considerable interest, making us grateful for the video player's facility to rewind and replay. Precious footage for Vicinal enthusiasts is a sequence of a Belgian Class 11 *bi-cabine* steam tram loco hauling a stone train in 1964. A totally unexpected bonus is the action shot of LNER Bo-Bo electric loco No. 6000 filmed at work in the Netherlands before its return to England in 1952 where it became, officially, 'Tommy'.

This film is well produced and the standard of ciné photography in both the modern and historic sequences is excellent. The translation/narration team of J. P. M. Starmans and Bert Steinkamp provides an English language commentary which is lucid, informative, entertaining and always correctly matched to what is on the screen.

The English version of this tape is available from Steam Powered Video, of Dawes Road, Dunkirk, near Faversham, Kent ME13 9TP.

Drehscheibe 1/89

Eisenbahn Video, c.73 mins,
£31.95.

This edition of the German video magazine programme *Turntable* contains a diverse and interesting collection of features.

First we are treated to some special steam workings on the Geislinger line, with 2-6-2 23.105 and 2-10-0 50.622. As if to emphasise the steep gradient, this section is introduced with shots of a modern electric loco banking a heavy freight train.

The next offering is a historical gem: vintage black & white film from 1920 showing the construction of P10 steam locos.

A change of date and scene allows us to observe the last sugar beet train with double-headed steam power on the Jagsttalbahn — a must for narrow gauge fans, as the green liveried 0-6-0 tank and 0-10-0 tender tank go fussily about their business.

Still on the narrow gauge, but rather further afield, we are shown an all-too-brief record of a diesel-hauled trip up the Matheran railway in India.

Coming right up to date, an extended sequence covers unveiling of the DB's latest ICE power cars. This section includes test runs, official promotional material, and TV news clips, as well as a detailed look at the construction.

Finally, we witness the special events which celebrated 50 years of the electrification of the Nürnberg-Probstzella line. A number of vintage electrics were turned out in fine condition: E18's in blue (contrasting with modern red E120's in red), and green E44's are also to be seen. The climax is a cab ride up the Frankenwald ramp in E18.08, looking very smart in grey livery.

The standard of photography is generally good, with picture quality to professional standards in the modern footage, with sharp images and clear colour, and the compilation has been well edited. The commentary is voiced over as required, and the presenter introduces each section with a long link to camera. You certainly need German to get the most out of it, though the Videolines brochure does give a summary.

This tape is available through Videolines, of 6 Leabridge Corner, East Hyde, Luton, Bedfordshire LU2 9PZ. Our thanks to them for the opportunity to review this programme.

Those Giants of Steam...

EK Professional Railway Films,
45 mins, £17.50.

This compilation could be the ideal Christmas present for many CONTINENTAL MODELLER readers. The tape has no theme other than the unashamed pleasure of watching big steam locomotives at work, presented with the excellent photography for which the EK programmes are noted. In its 45 minutes there is some stirring steam action from over a dozen classes, representing six countries on three continents.

We start in Germany, with DB Pacific 01.1100 and a BR41 2-8-2 making a spectacular double departure from Dusseldorf. A brief glimpse of DR Pacific 03.001 leads us to Poland, where an aged but still active Pt47 2-8-2 is seen from the linesside and on the footplate, working hard with just three coaches. Next, to southern Africa, where splendid blue-liveried ex-SAR GMAM Garratts are still faithfully serving the REGM mine. In Zimbabwe, we enjoy more Garratts, 15A and 20A classes on heavy coal trains at Dete, then it is back to the SAR for an all-too-short look at Henschel and North British 25NC's on the Kimberley-De Aar line. Back in Europe, the Austrian railways 150th anniversary celebrations give us the chance to observe a class 33 4-8-0, a class 310 2-6-4 and (perhaps out of place amongst these heavyweights) an old class 17C outside framed 4-4-0. Then we see the DR semi-streamlined 4-6-2 18.201 in green livery on a special passenger train, followed by a sequence of three cylinder 2-10-0 44.1486 on a heavy freight. Finally, to the USA, where the Sacramento Railfair of 1991 provides a platform for SP 4-6-2 No. 3472 and GS4 4-8-4 No. 4449 with its matching Daylight coaches, as well as the UP Challenger No. 3985, caught on one occasion double heading with the preserved FEF3.

The clips are of different lengths, and are presumably drawn from material that was obtained in the course of filming other programmes in the range but was eventually not used in any of those. This sampler therefore affords an excellent opportunity to make the extra footage available.

The camera work and picture quality are first class, as always with this producer, and the coverage very wide, so perhaps it is being unfairly critical to find small faults in the commentary: the gauge in South Africa is reported as 4'2" rather than 42" or 3'6". The wheel arrangement of the UP Challenger is described as 4-6-0/4-6-0 rather than 4-6-6-4, and the scriptwriter did not seem to understand what the Austrian 17C 4-4-0 was doing in setting back to take up the load gradually. In one or two places the narration is slightly out with the pictures: for example, technical details of the 01 which we have just watched are given while that loco is standing out of view as a 41 goes past. Similarly, the idea of the Garratt design is correctly explained, but just as the loco itself goes out of shot, so you cannot see the features described!

However, these are minor matters, and should not detract from the enjoyment of a whistle stop world steam tour in the comfort of your own home!

The Eisenbahn Kurier railway video library now offers a number of programmes with English narration, which are distributed in the UK by Peco Publications.

ExpoNG 1992

ExpoNG, the specialist exhibition for the narrow gauge enthusiast takes place this year on Saturday 7 November. The venue remains the same:

West Greenwich House,
141 Greenwich High Road,
Greenwich, London SE10.

This year there will be 11 layouts, covering most of the popular scales and gauges. The themes covered by the exhibitors range from slate and granite mining to the delights of the French secondaire.

Many of the specialist traders and manufacturers supplying the narrow gauge modeller will have stands at ExpoNG. As many of these traders normally supply only by mail order this will be an unrivalled opportunity to examine their products in detail.

Windberg stock

Chas Tredgold writes to enlarge on the notes on available stock in Fred Unsworth's article on the Windbergbahn (CM August).

Piko also make a Pwg luggage van (Cat. No. 6605/0119) in DRG colours.

The discontinued overscale Fleischmann Pwg Pr14 luggage van referred to (Cat. No. 5300) was succeeded by a new more accurate vehicle which appeared in 1987 as a limited issue in original Prussian livery (Cat. No. 5840) and in 1988 on general release in DRG colours (Cat. No. 5302). It is still in the current catalogue.

The Trix van referred to (Cat. No. 33454) is a Pwg Pr012, and is only available in the three-rail Trix Express version, perhaps because the model is rather dated and not up to present standards.

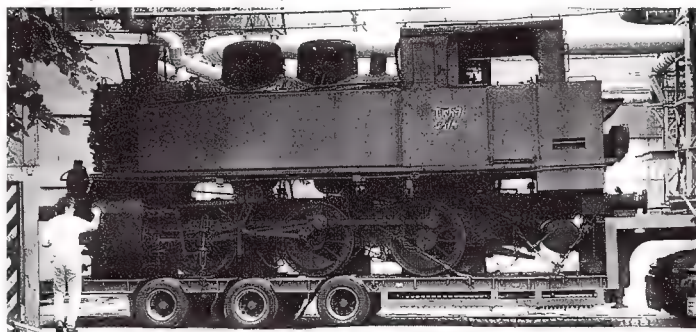
Continental meet

The North Downs Model Railway Circle are organising a Continental Model Railway Meet for the weekend of Saturday 21st and Sunday 22nd November 1992. The show will be open from 11am to 5pm both days, and the venue is the Social Club Hall, Queen Mary's Hospital, Queen Mary's Road, Carshalton, Surrey. Admission will be £1 for adults and 50 pence for children. Refreshments will be available. All profits are going to charity, the children's ward F2 at the Queen Mary's Hospital.

The exhibition will feature eleven layouts in a range of scales, covering German, French, Swiss, and American outlines. There will also be a number of specialist Trade stands and Society displays.

Zut alors!

Red faces and slapped wrists in the Editorial office following the incorrect identification of the Pacific on page 17a of the October issue. The loco shown is of course a 231C Nord Super Pacific by Collin and not Chapelon. We should point out that the error was entirely our own, and did not arise from material submitted by the SNCF Society.



New Zealand group

Following the untimely death of Geoff Hodgkinson earlier this year, Stephen Thompson has taken over as the UK area representative of the New Zealand Model Railway Guild. He will be assisted by the Editor of the UK group's newsletter, Mark Gasson. If you are interested in modelling the railways of New Zealand, the Guild can be thoroughly recommended. Stephen can be contacted at: 60 Belsize Avenue, Springfield, Milton Keynes MK6 3LW.

French car transporters

J. Ansley Watson would like to construct a rake of the four-wheel car transporters used by the SNCF on their Motorail services, for use on his O gauge layout. These would add interest to a working railway, and he thinks they should not be too difficult to build in brass or plastic, but he lacks suitable plans and/or detailed photographs. If any reader can assist, Mr Watson can be contacted at: South Riding, 4 Back Lane, Ringstead, Kettering, Northamptonshire NN14 4DR. Naturally, care will be taken of any material loaned, and postage costs will be refunded.

Polish steam for Britain

On 16th July 1992 standard gauge 0-6-0T Chrzanow 5374 of 1959 was loaded onto a lorry of Allelys Heavy Haulage at a steel works in Poland for its long journey to the Northampton Steam Railway and its new owner Dr Colin Wilson. The rescue of this locomotive, which was scheduled for scrapping later this year, was arranged by P. E. Waters & Associates, Consulting Engineers of Bromley, Kent.

Chrzanow 5374/59, which is in running order, is an example of the standard Polish post-war industrial Ferrum class 0-6-0T and is similar in size and power to a British Austerity 0-6-0ST or a USA 0-6-0T, so it is ideally suited to hauling about three coaches on a typical preserved line.

P. E. Waters & Associates have a number of these locomotives for disposal. Most of the remaining industrial steam locomotives in Poland, with the exception of a few locomotives held as stand-by to diesels, will be withdrawn and scrapped within the next 12 months. It is hoped that buyers can be found for these locomotives as a matter of some urgency to save them from the torch.

P. E. Waters and Associates can be contacted at 105, Highland Road, Bromley, Kent BR1 4AA.

A Polish industrial 0-6-0 tank locomotive (Chrzanow works No. 5374 of 1959) being loaded for road transport to a new lease of life in the UK. Photo: S. R. Mazurek.

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Instructions for January 1993 issue to be received by 9th November 1992.

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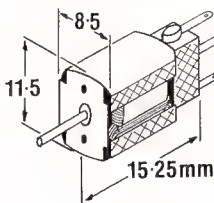
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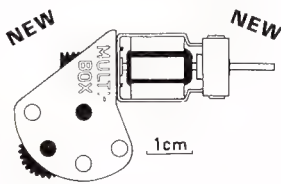
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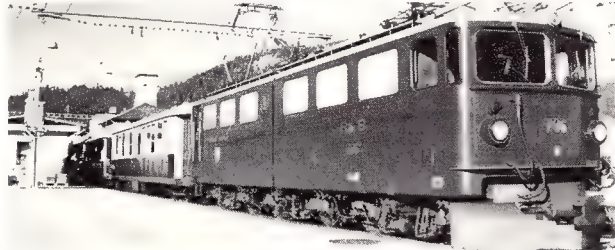
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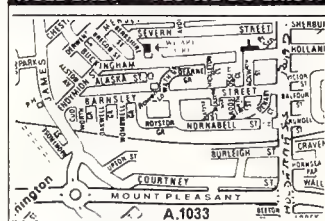
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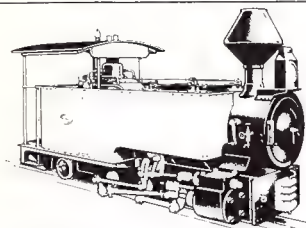
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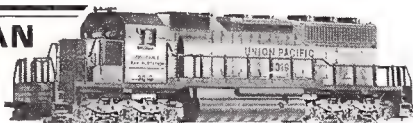


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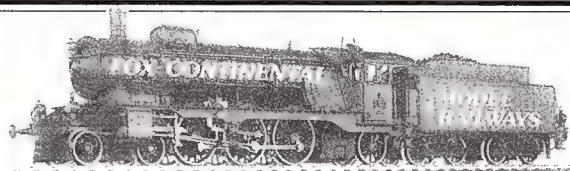
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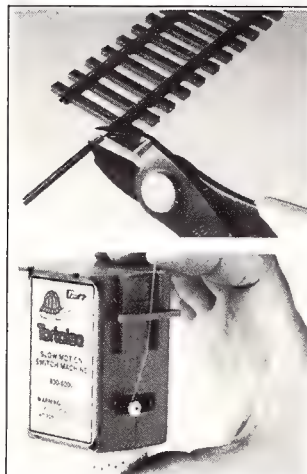
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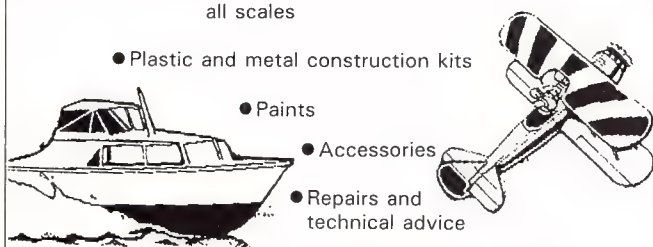
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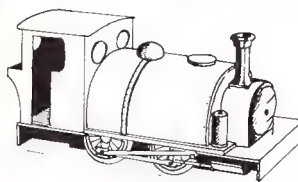
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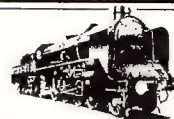
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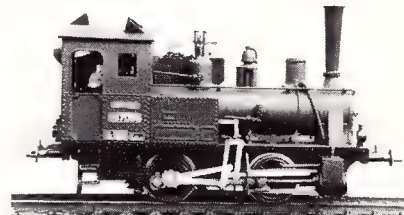
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AMERICAN HO The new **WALTHERS** EMD SW-1 will be delivered in December. Built by ROCO this finely detailed loco features a MASHIMA flat can motor which will give it superb operation. Do not miss out, this is a model which has never been offered before, price around **£59.95**. **WALTHERS FAIRBANKS MORSE** H10-44, most roadnames in stock, but our choice at the exceptional price of **£47.50**. **CORNERSTONE** North Island Refinery now in stock superb kit **£23.95**, due soon Allied Rail Rebuilders (large workshop) **£19.95** and New River Mining Co (an impressive mine kit) **£23.95**. **ATLAS** have just delivered a further run of their popular **ALCO** S2 & S4 locos, very limited stocks **£61.50**. **PROTO 2000** GP 18's due any time. Coming soon SD7 & SD9. Most types of **ATHEARN LOCOS** available. Always a large selection of **ATHEARN** rolling stock as well as **WALTHERS** (twin stackers back in stock again), **DETAILS WEST** (have you tried these super modern freight cars?), **CON-COR**, **FRONT RANGE**, **ROUNDHOUSE**, **McKEAN**, **TITCHY TRAINS**, **CM SHOPS**, **ACCURAIL** limited editions and 40' box cars, **A-LINE** twin stackers (Husky Stack due soon) and containers and **CB&T**. **INTERMOUNTAIN**. Canadian grain hoppers (undec) **£8.95**, CP red livery **£10.95**. **STEWART** F3 & F7's, **ATSF** (Freight & Passenger), **PRR** (2 types), **B&O**, **DRGW**, **WP**, **SP** & **NYC** **£51.00**. **STEWART** KATO powered GE U25B Phase II & Phase IV in Conrail livery special price **£42.50**. Due by the end of the year EMD FT's NYC & ATSF freight livery, will be sold as powered A&B units price about **£115.00** — **ORDER NOW**. For the modeller who likes to detail his diesels we try to keep a full range of **DETAILS ASSOCIATES**, **Smokey Valley** & **CANNON** parts, an excellent stock of **DETAILS WEST**, **PFM**, **OVERLAND**, **MINIATURES** by **ERIC HERALD KING DECALS** (catalogue **£4.95**) and **MICROSCALE** (latest catalogue **£2.95**) decals and finishing solutions, probably the largest stock of detail parts to be found outside the USA — come and see for yourself! **RAILPOWER** diesel bodies, including the latest **GE8-40CW**, **OVERLAND** chassis for Rail Power & Athearn. Large selection of **PIKESTUFF**, **MICRO ENGINEERING**, **DPM**, **SMALL TOWN**, **WALTHERS** & **CITY CLASSICS** building kits in stock. **DPM's** large modular factory kits are really great — **Fedups Freight** or **Tera Surplus Window Warehouse** both **£24.95**, one of each for **£45.00**. **MICRO ENGINEERING** modern warehouse buildings will bring your layout up to date **Murphy Manufacturing** **£10.95**, **Trans World truck terminal** and **Petroff Plumbing** both **£12.95**, all 3 for **£31.50**. Tall 150' viaduct **Ho** or **HoN3** **£28.95**. **Timber tunnel lining** **£9.95**. Our parts, body & building catalogue has been updated, now contains more than 40 pages **£1.00**. **BRASS LOCOS** Always an interesting selection of new and used brass locos (Steam & Diesel) on show. **WANTED URGENTLY** **HO** & **N** scale brass locos (European & American & American HO & N gauge) for part exchange or cash purchase. Excellent selection of American magazines, books (new from Four Ways West GN in Colour Vol. 1 **£29.95**) and videos always on show.

AMERICAN N SCALE another run of **ATLAS** EMD GP35's are due late September, in case you missed out on the first batch order now, **SP**, **SSW** (Cotton Belt) & **DRGW** **£56.75**. **NEW** **GATX** 40' airside hoppers (**ATSF**, **SP**, **CN**, **Soo** & **CNW**) **£6.25**, our selection of 6 for **£27.50** (these are superb models). **KADEE** conversion packs for **Atlas/KATO** locos **£8.50** (GP35's **£3.55**). **MICRO TRAINS FREIGHT CARS**. Probably the largest selection in the UK. **MICRO TRAINS** couplers, conversion couplers, trucks and accessories in stock. **FAMOUS MAKERS** freight cars, our selection 6 for **£22.50**. Due shortly **ARNOLD/WALTHERS** we have made a large purchase of the delightful **ALCO** S2 switcher at an extra special price **£44.95** at the ultra low price of **£36.95**. Most road names available. **ARNOLD** GP7 & GP30 diesel, limited selection of roadnames, but look at the price **£22.50**. **N SCALE BRASS** **HALLMARK** USRA 4-8-2 & 2-10-2, **KEY** C&O 2-6-6-2. **DPM** have just introduced two further large buildings, 'Trackside Transfer' (11 1/2" x 4 1/2" x 2 1/2" high) and **Hilltowne Hotel** (a 5 storey building) both priced at **£9.95**. All other **DPM** buildings in stock. We also stock **MICRO ENGINEERING's** range of modern industrial buildings, **Murphy Mfg**, **Petroff Plumbing**, **Transworld Truck Terminal**, **Doyle Distribution** all **£9.95**, one of each **£32.00** and 2 stall diesel shed. We guarantee that there is always something to interest the American N gauge modeller on our shelves.

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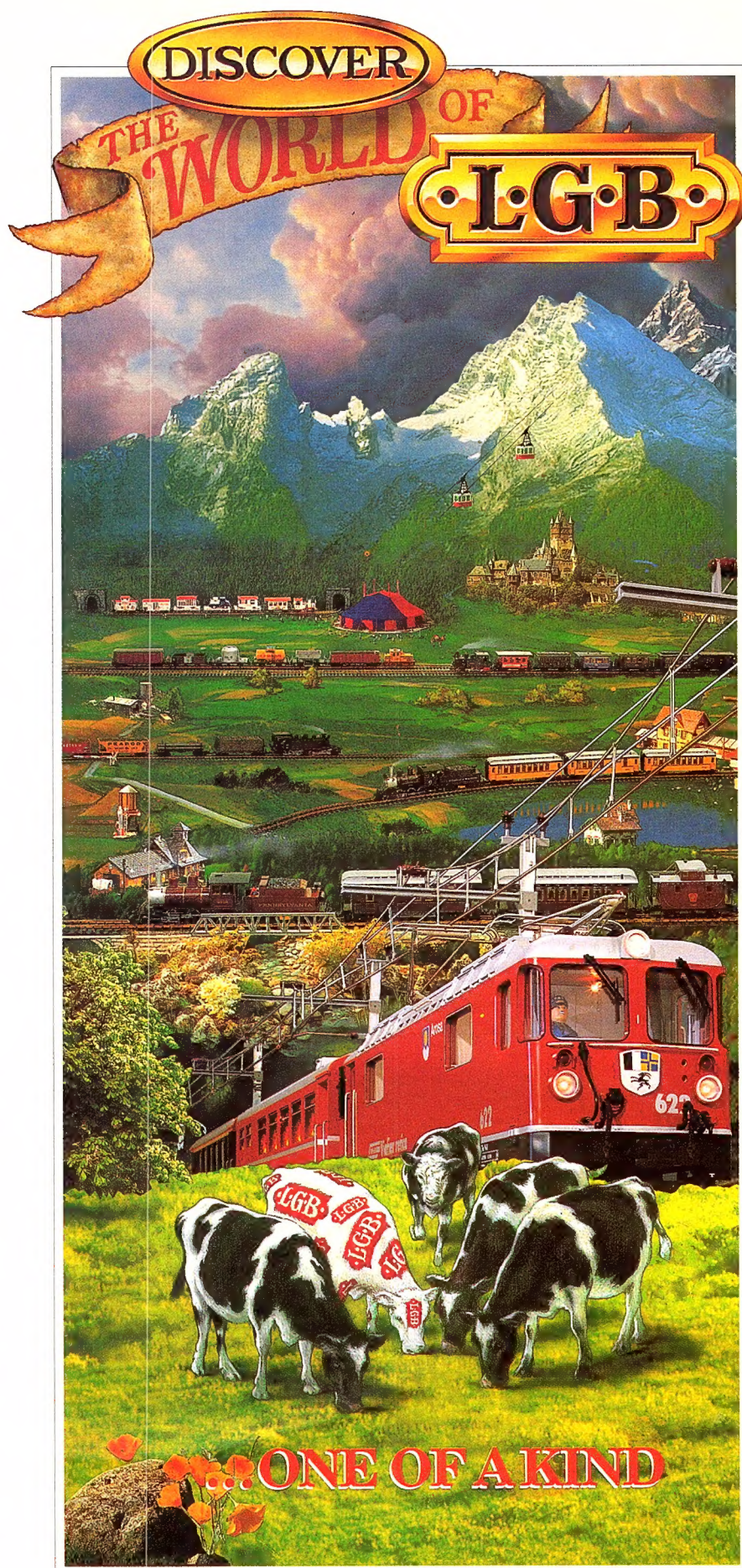
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8353 Elec BB 36 PO	£68.23
8362 Elec BB 25013 bicurrent	£58.61
8365 Elec BB 16703	£64.77
8370 Elec BB 26000 SYVIC	£156.97
8371 Elec BB 26000 SYVIC 3 rail	NEW £184.97
8436 Elec CC 6181 SNCF	£156.97
8441 Elec CC 21000	£156.97
8443 Elec CC 21000 3 rail	£184.97
8483 Elec DD 29135	£73.16
8857 Elec RE 44 T5 Swiss	£184.97
8865 DB 182	£58.20
8867 Elec BB 16685	£64.77

DIESEL LOCOMOTIVES

8501 Diesel V 51130	£24.78
8503 Diesel C61004 shunting	£44.42
8525 Diesel DU 65 maintenance	£34.58
8531 Diesel BB 66150	£52.47
8533 Diesel V 260	£51.39
8539 Diesel BB 67407 SNCF	£55.13
8573 Diesel CC 72000	£156.97
8576 Diesel CC 72000, 3 rails	£209.95
8577 Diesel CC 72000 steam era	£156.97

TGV SEPARATES

8500 TGV dummy power unit	£24.15
8501 TGV head car, 2nd class	£15.72
8502 TGV intermediate, 2nd class	£15.72
8503 TGV intermediate, 1st class	£15.72
8504 TGV bar car, 2nd class	£15.72
8505 TGV end car, 2nd class	£15.72
8506 TGV power unit	£51.82
8507 TGV A dummy power	£44.63
8508 TGV A end car	£16.74
8509 TGV A intermediate, 1st class	£16.74
8510 TGV A bar car	£16.74
8511 TGV A end car	£16.74
8512 TGV A power unit	£68.19

RAILCARS

1153 EAD330Kw railcar & carriage	£78.75
8601 300HP 'Picasso'	£55.13
8602 Bugatti 'Presidential'	£68.01
8604 Picasso 'blue and white'	£55.13
8621 Blue railcar & 2 carriages	£91.33
8622 Blue railcar, 1st class	£20.99
8623 RTG 1st & 2nd class	£20.99
8624 RTG dining car	£20.99
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VICTORS

AS THE SPECIALISTS IN IMPORTED MODEL RAILWAY EQUIPMENT WE CAN OFFER YOU THE WIDEST SELECTION AT THE BEST PRICES

A UNIQUE OFFER
THE LIMITED EDITION TRIX BAVARIAN
KING LUDWIG SET
AVAILABLE NOW OUR PRICE £689.50

AMERICAN HO LOCOMOTIVES

Probably the best selection this side of the Atlantic!

The long awaited new release from CONCOR
New Flywheel Drive, improved detail. Authentic paint schemes correctly numbered.

0015-02100 EMD E7A Cab Powered undecorated	£64.79
0015-02120 EMD E7A Cab Powered B&O 1415	£64.79
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0015-02130 EMD E7A Cab Powered NYC E4000	£64.79
0015-02131 EMD E7A Cab Powered NYC E5896	£64.79
0015-02150 EMD E7A Cab Powered SP E6000	£64.79
0015-02151 EMD E7A Cab Powered SP E6001	£64.79
0015-02160 EMD E7A Cab Powered Amtrak E357	£64.79
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0015-02215 EMD E7A Cab Dummy NYC E4030	£25.91
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0001-00802 Amtrak Superliner Ph III coach	£10.79
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0001-00822 Amtrak Superliner Ph III Ch-Baggage	£10.79
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BACHMANN Plus Series latest release with new smooth drive system, correctly lettered and numbered.

31101 GE B523-7 undecorated	£24.95
31102 GE B23-7 Union Pacific E124	£24.95
31103 GE B23-7 Union Pacific E156	£24.95
31104 GE B23-7 Santa Fe E6380	£24.95
31105 GE B23-7 Santa Fe E6410	£24.95
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WALTHERS LATEST SWITCHER Made by Roco. A superb model of a different looking switcher. Fits well with late steam and early diesel era layouts.

932-1301 F-M H10-44 Switcher PRR E5980	£63.74
932-1302 F-M H10-44 Switcher PRR E1302	£63.74
932-1303 F-M H10-44 Switcher Milwaukee E728	£63.74
932-1304 F-M H10-44 Switcher Milwaukee E750	£63.74
932-1305 F-M H10-44 Switcher Santa Fe E503	£63.74
932-1306 F-M H10-44 Switcher Santa Fe E516	£63.74
932-1307 F-M H10-44 Switcher NKP E125	£63.74
932-1308 F-M H10-44 Switcher NKP E131	£63.74
932-1309 F-M H10-44 Switcher CNR E9700	£63.74
932-1310 F-M H10-44 Switcher CNR E1640	£63.74
932-1311 F-M H10-44 Switcher CNR E1658	£63.74
932-1313 F-M H10-44 Switcher CNRW E1054	£63.74
932-1314 F-M H10-44 Switcher CNRW E1057	£63.74
932-1315 F-M H10-44 Switcher NYC E8305	£63.74
932-1316 F-M H10-44 Switcher NYC E8324	£63.74
932-1317 F-M H10-44 Switcher NYC E1303	£63.74
932-1318 F-M H10-44 Switcher NYC E1304	£63.74
932-1319 F-M H10-44 Switcher WAB E380	£63.74
932-1320 F-M H10-44 Switcher WAB E381	£63.74
932-1321 F-M H10-44 Switcher WAB E1486	£63.74
932-1322 F-M H10-44 Switcher SP E1490	£63.74
932-1323 F-M H10-44 Switcher SLF E276	£63.74
932-1324 F-M H10-44 Switcher SLF E278	£63.74

LIFE-LIKE Latest release of their very popular Bo-Bo diesel. You could run the Demonstrator livery on any layout!

433-8317 Alco FA2 Diesel Ann Arbor E52a	£49.50
433-8318 Alco FA2 Diesel Ann Arbor E52b	£49.50
433-8324 Alco FA2 Diesel Demonstrator E1602A	£49.50
433-8325 Alco FA2 Diesel Demonstrator E1602B	£49.50
433-8326 Alco FB2 Dummy Demonstrator E1602B	£24.95
433-8327 Alco FA2 Diesel L&N E355	£49.50
433-8328 Alco FA2 Diesel L&N E356	£49.50
433-8329 Alco FB2 Dummy L&N E200	£24.95

THIS MONTH'S SPECIAL OFFER
CONCOR GP40 BO-BO DIESEL WITH FLYWHEEL
DRIVE ON ALL WHEELS AVAILABLE IN SANTA FE,
UNION PACIFIC, CONRAIL, BURLINGTON
NORTHERN, CSX, SOUTHERN PACIFIC, AND SOO
LINE LIVERIES THIS MONTH ONLY £34.95

AS WELL AS THE ABOVE WE HAVE A HUGE SELECTION OF
ATHEARN, ATLAS, STEWART, RIVAROSSO! AND OTHER
AMERICAN HO ENGINES.

SUNSET AMERICAN

Brass Locomotives

Latest Arrival ATF5 2-8-2 three different versions	£185.00
B&O E24 or E24a 2-8-0	unpainted £167.95
	factory painted £220.00
B&O L1 0-8-0	unpainted £167.95
	factory painted £220.00
PRR H6sa/b 2-8-0	unpainted £167.95
	factory painted £220.00
Union Pacific Big Boy 4-8-8-4 early version	£425.00

NEW RIVAROSSO ARRIVALS

1375 K.Bay.Stat.Gt 2x4/4 Mallet green	£176.98
1382 DB BR 10 002 4-6-2 streamlined oil	£154.79
1384 DR 89 658 ex-Bavarian DII 0-6-0T	£108.06
1385 DB 89 634 ex-Bavarian DII 0-6-0T	£108.06
1485 FS E652 058 B-8-B electric	£99.55
1575 UP 'Big Boy' 4-8-8-4 No. 4007 Silver	£170.17
1577 UP 'Big Boy' 4-8-8-4 No. 4022 Black	£170.17
1600 SNCF CC7131 Co-Co Electric	£144.88
2466 FS B; 83 29-80 462 2nd class coach	£30.63
Latest re-releases in N Scale	
9180 SNCF 231 E 13 Chapelon 4-6-2 green	£100.40
9330 Boston & Maine Gondola	£3.40
NEW 1992/3 ALL scales catalogue	
We will match any genuine offer in this magazine on Rivarossi prices!	

EUROPEAN HO

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625-43510 SNCF BB15 000 3rd series EpV	£82.23
625-43051 OBB 5081 railbus set era IV/V	£84.70
625-43052 OBB Railbus trailer 7081 era IV/V	£28.33
*625-43562 SNCF BB9300 Electric grey/yellow	£115.23
625-43647 OBB 2048 diesel (BR211) EpV	£68.20
625-44039 FS 4 Centopertes Coaches 'Red Cross'	£192.06
625-44246 DB Suburban coach EpV 2nd class	£20.85
625-44247 DB Suburban coach EpV 1st/2nd class	£20.85
*625-44325 SBB EWII B 2nd coach Epoch III	£19.53
*625-44330 SBB EWII A 1st coach Epoch III	£19.53
*625-44332 SBB EWII D Baggage van Epoch III	£19.53
625-44636 FS Eurotime 1st class coach EpV	£23.93
625-44637 FS Eurotime 2nd class coach EpV	£23.93
625-44800 DB 4-wheel local coach BayOb EpV	£13.70
625-44804 DB 4-wheel local post BayOb EpV	£13.70
625-44808 DB 4-wheel local baggage PwL BayOb	£13.70
625-46237 OBB Tds 4-wheel van (special edn)	£9.63
625-46490 DB Flat wagon S515 'Köln' rail load	£16.45
*625-46321 SBB Class K flat wagon	£16.72
625-46373 DB Hupac with Dancas curtainside trailer	£20.30
*Swiss special edition! **French special edition!	
625-40343 Retro-fit close coupler wagons under 140mm E20	
625-40344 Retro-fit close coupler wagons over 140mm E20	

NEW FROM SAXON MODELS

625-14104 Epoch I 6 wagon set (limited edn)	£68.70
This limited edition set is essential for all Epoch I (pre 1st World War models), Bavarian, Prussian and Württemberg vans.	
625-14101 Set of 3 3-pail tank wagons (very nice)	£27.54
625-14321 DB Railway Post Office Type B EpV	£12.10
625-16037 DB 4-wheel tank wagon w/brake cabin	£8.42
625-16038 DRG Tank wagon w/brake cabin EpV	£10.40
625-16048 DR Modern bogie refrigerator van	
*Radeburger Pilsener. An unusual model private owner Beer van	£11.82
We have a large selection of these very well detailed models, all have NEM close coupler boxes.	

LATEST RELEASES FROM LIMA HO

20-8118LP Lufthansa BR103 Electric	£63.84
20-8133L NSB Type EL14 N 2165 'New Livery'	£37.24
20-8177L SNCF XAB22000 Railcar & Trailer	£60.80
20-8230LP FS E444R-074 Bo-Bo Electric	£64.60
20-8308L SNCF BB9419 Electric Green	£57.76
20-8316L SNCF BB9602 Electric (grey/orange)	£58.52
20-8330LP OBB 1042 579-1 Electric latest EpV	£57.76
20-8331LP OBB 1042 550-2 Electric latest EpV	£57.76
20-8346LP OBB 1042 242 Electric EpV	£56.24
30-3577K DR long bogie hopper tugs	£9.73
30-9182LK SBB Bdr driving trailer EpV	£17.48
30-9594K SNCF Corail Ter2000 1st Class Coach	£16.72
30-9596K SNCF Corail Ter2000 2nd Class Coach	£16.72

HO SCALE TRAMS

We are now importing an increasing range of HO scale trams from Austria and Germany.

Type M (4-wheel) tram	£6.93
Type E/E1 articulated tram	£14.85
Type C2/C3 bogie trailer	£9.00

These are all in Vienna red & white livery.
These are all dummy models but can be powered either with Tenshodo motor bogies or we have been told that Bec Models make a suitable chassis.

HERMAN TRAM KITS

A new range of un-powered plastic tram kits from Germany	
30010 ET54/ETB54 Dresden 4 wheel tram & trailer	£5.75
30011 ET54/ETB54 Dresden works tram & trailer	£7.25
30012 ET54/ETB54 4 wheel works tram & trailer	£6.45
30014 ET54/ETB54 'DR' 4 wheel tram & trailer	£7.25
30015 ET54/ETB54 Rostock tram & trailer	£6.45
30020 TATRA T6A2/B6A2 Dresden bogie tram & trailer	£13.25
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